The London and

China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 326.] LONDON, MONDAY, SEPT. 20, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	June 4	July 20	July 26
Yedo	—	—	July 27
Osaka and Hiogo	—	—	July 21
Hakodadi			
Nagasaki	—	—	July 23
CHINA — Peking			
Tien-tsin	—	—	July 10
Chefoo	June 4	July 20	July 21
New-chwang			
Hankow	June 4	July 21	July 24
Kiu-kiang	—	—	July 25
Chin-kiang			
Shanghai	June 10	July 26	July 29
Ningpo			
Foochow	June 10	July 27	July 30
Formosa			
Amoy	—	—	Aug. 2
Swatow			
Hong Kong	June 18	July 27	Aug. 5
Canton	—	—	Aug. 4
Macao	—	—	Aug. 4
PHILIPPINES—			
Manilla	June 4	July 18	July 29
COCHIN-CHINA—			
Saigon	—	—	Aug. 4
SIAM — Bangkok	—	—	Aug. 6
BORNEO—Labuan			
Sarawak	—	—	Aug. 6
JAVA — Batavia	June 18	July 27	Aug. 7
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	July 8	Aug. 9	Aug. 13
Penang	July 8	Aug. 11	Aug. 15
CEYLON—Colombo	July 16	Aug. 10	Aug. 23
Galle	July 30	Aug. 24	Aug. 24

THE MAILS, &c.

THE present Mail is delivered on its due date; but a large portion of our despatches were not delivered until between twelve and one o'clock. All the Japan news, and the more important news from China, was anticipated by the Pacific mail, received on the 7th.

The *Delta*, with the Southampton portion of the last inward mail, arrived on the 11th instant.

The next inward mail will be the French, due here on Monday next; the dates will be, Yokohama, August 3; Shanghai, 6; Hong Kong, 12; Singapore, 21; Ceylon, 31.

THE latest telegrams from Hong Kong, *via* Galle, are dated Aug. 19, and were received on the 7th inst. The line is now out of order. The Kiachta line has suffered a brief interruption, owing to the Russian wires having been damaged by floods; it is now working again, Shanghai telegrams to the 30th Aug. having been received this morning.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Syria*, arrived Sept. 18.—From Swatow: Mr. R. T. Lent. From Hong Kong: Mr. T. O. Lent. Capt. Soames, Mr. J. C. Rassell. From Singapore: Mr. Schonstedt. From Penang: Mr. de Mourney. From Galle: Mr and Mrs. Hedges, Mr. O'Donnell, Mrs. and Miss Morphew, five children, and two servants.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Sept. 24. From Yokohama: Captain Brond. From Hong Kong: Mr. Lockhart. Mr. J. Rossell, Mr. Catterall. From Singapore: Mr. Urquhart. From Galle: Major Rutherford, Mr. Ransome.

By last Bombay mail to Suez, per P and O. steamer *Rangoon*, arrived Sept. 2.—From Galle: Mr. Stuart.

PASSENGERS OUTWARD.

Per P and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell and child. To Shanghai: Mr. F. Drohn. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head. To Ceylon: Mrs. Sinclair and three children, Mr W. H. Woods.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr R. Johnstone. To Hong Kong: Mr. J. Smith, Captain T. A. Tonks. To Penang: Mr. and Mrs. H. Frohlich. To Ceylon: Mr. and Mrs. R. B. Laurance, Mr. and Mrs. W. C. Miller.

Per P. and O. steamer *Tanjore*, from Marseilles, Oct. 3.—To Penang (*via* Bombay): Mr. F. C. Presgrave.

Per P. and O. steamer *Bangalore*, from Southampton, Oct. 2.—To Hong Kong: Miss M. M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore: Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney. Mr. J. Duncan's two children, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master, Mr. and Mrs. Ross.

Per P. and O. steamer *Poonah*, from Marseilles, Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson, Mr. J. Hamilton.

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr. C. Holliday. To Singapore: Mr. R. C. Smith. To Ceylon: Miss Payne, Mrs. Longley.

Per P and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Shanghai: Rev. J. E. and Mrs. Moule and two children, Miss Lawrence. To Ceylon: Mr. and Mrs. Carson, Mr. R. A. B. Dobree.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote. To Ceylon: Mr. and Mrs. St. Albin.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The advices brought by the present mail from Yokohama are to the 26th July, and have of course been anticipated by those received a fortnight since per Pacific mail, which extended to the 29th. We have therefore no news of importance, but the following extracts from a correspondent's letter will be found interesting:—

H.M.S. *Rodney* and *Juno* have left for England. The demands of the Japanese for silkworms' eggs have much increased, and the price is now four dollars per card. They are said to be scarce. The harbour of Yokohama is fuller than ever known; no less than one hundred vessels of all descriptions.

Sir Harry Parkes now resides chiefly at Yedo, where a general improvement has taken place since the conclusion of the war. The late Shiogoon's grounds, Hamogoten, are being prepared for Prince Alfred, who is daily expected. The Japanese now have the entire traffic which was opened up by Foreigners for daily communication by coach between here and Yedo. Steamers are also running daily from Yokohama to Yedo. The new hotel at Yedo continues to be well patronised. The new British Consulate is nearly finished, with its curious three towers, which are a standing joke against Major Crossman, the architect. The lots on the bluff have been built on, and most of the residents reside there, using the settlement for business purposes only.

No signs of railway yet. The kinsats may assist it on, as with this paper money (all extra) on this country the holders may require employment for it, and would sooner hold a share in a railway which must pay than a piece of paper which might be burnt or robbed. The kinsats are much abused by the Foreigners, but if they are understood rightly I think the Government have acted well in circulating them. War has to be paid for, and the Mikado's Government, having no money, had to issue paper money, and is confident of redeeming some day. When issuing it they inform the native public that it must pass at par with silver; so with this as law everybody is safe, and in Yedo it passes freely for everything—cup of tea, labour, boat or chair hire, picul of rice, &c., and is used by everybody. The doings of the Parliament are kept rather secret; they still continue their meetings. The present Government are anxious to encourage companies, and want to carry through a grand farm scheme, which will occupy many of the Shiogoon's followers.

The *Japan Gazette* gives currency to a rumour that the other day two steames left with Satsuma and Chosiu troops for the Island of Tsusima, lying between Shimonoseki and Corea. The same paper mentions a report that Echizen is to be made regent, and that Stotsbashi will accept office under the Mikado's government. A letter recently received from Hakodadi says: "The War is over. The army and navy are on their way home. In one month Yedo will be quiet, and we shall probably have peace in Japan for some time to come."

Digitized by Google

Original from CORNELL UNIVERSITY

CHINA.

—o—

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, July 29.

By the American mail which left this on the 19th inst. I forwarded you copies of the addresses presented to H.E. J. Ross Browne, late U.S. Minister to Peking, by the American and British communities respectively, with the replies thereto.*

On the 17th inst. the P. and O. steamer *Sunda*, with the English mail of the 4th June, arrived, three days before contract time. She brought Reuter's telegrams to the 27th June, being four days later than those published in the *Straits Times*. On the 22nd two telegrams, bearing date of June 29, were received, one *via* Galle, the other by Grant's Trans-Mongolian line. As usual, the differences between them were so material as to render both almost useless. On the 26th the French mail of June 10 (from London) arrived, with telegrams to the 2nd inst., which were supplemented yesterday by Trans-Mongolian and Kiachta telegrams to the 6th inst. These are now our latest advices.

The foreign Consuls have jointly addressed the following letter to the Taoutai with reference to the proposed telegraph from Shanghai to the Kiu-toan Beacon :—

The undersigned Foreign Consuls in Shanghai have received a letter from the Chairman of the Chamber of Commerce as follows :—

"This Chamber is informed by the Commissioner of Customs that there are materials now at the Custom House sufficient for the construction of a line of telegraph from Shanghai to the Kiu-toan Beacon, and that while there would be little difficulty in the working of such a line by the Customs and Harbour Master's departments those services would be materially aided by it, as affording a means of rapid communication with the light-house or light-ship in case of accident, or of their requiring stores or assistance; and for reporting the arrivals and departures of vessels. The general shipping of the port would be equally benefited by these advantages; but the most important use of the telegraph would be to make known wrecks or the grounding of vessels, which the dangers of the entrance to the Yangtsze renders sometimes unavoidable.

"The channel between the Block-house shoal and the south shore is very narrow, and the shoal is rapidly growing, and in thick or even hazy weather it is almost impossible to judge accurately of the distance from either shore; vessels are consequently frequently grounding, causing delay, straining of the ships, and liability to loss by damage of cargoes, and in some instances to total wreck, with a sacrifice of life. In these cases, timely assistance would be the means of saving much valuable property, and on some occasions the lives of the crews.

"During the present year tea vessels have grounded in the neighbourhood; in one case four lives were lost.

"It is doubtless needless for the Chamber to enlarge further upon the utility of the establishment of the communication, as its advantages will be fully recognised by the Consular body; the Chinese authorities may not be alive to them unless the matter is urged upon them in a manner calculated to engage their attention.

"The undersigned (Consuls) approve and commend the sense of this letter. Many vessels, both native and foreign, frequent this port. The expanse of water at the mouth of the Yangtsze is great. In some places there are shoals, and in other places the channel is narrow and the navigation intricate. It thus happens that some vessels are wrecked, and that others are saved only by great exertions, or the timely arrival of aid. The proposed telegraph would strike the river at a point distant more than forty miles from Shanghai, and where the navigation is peculiarly difficult. At the point proposed, moreover, there already exists a lofty light-house known as the Kiutoan Beacon, from which a wide view of the river can be had. By using the telegraph, Shanghai would be brought into instantaneous communication with the Beacon, and beyond doubt much property and many lives would be saved in consequence, for in this way succour would be instantly despatched; while, as matters now are, hours are likely to elapse before news of disaster reaches us. We therefore ask you to co-operate with us in procuring the permission of the Government for the erection of such a line of telegraph.

"Whether this should be done at the expense of the Government or of the foreign community, or conjointly, and the character of the regulations are minor matters, which may be determined after the Government has accorded assent in general terms.

"You will understand that this proposition should stand or fall on its merits, as all other propositions should. The grant of permission in one case does not bind the Government to give assent in another case.—We have, &c."

I may remark that the materials for this telegraph were purchased four years ago, and have since lain in the Customs godowns, the Chinese authorities having persistently refused to permit their use. The Taotai has replied to this last representation by a curt and decisive refusal—translation of which I append. May his shadow never be less!

Tu, the Tautai, acknowledges receipt of a joint despatch, on the 7th of 6th month (July 15, 1869), from the various foreign Consuls residing at Shanghai, setting forth the representation of the Chamber of Commerce on the necessity and advantages of a line of telegraph from Shanghai to the vicinity of the Kiu-toan Beacon, &c.

The Tautai finds, upon investigation of this subject, that in the 6th month of the 3rd year of Tung-che (July, 1864) the Commissioner of Customs, Mr. Dick, recommended the laying down of a telegraph line from Shanghai to Wusung; and at that time Ting Futai, being then Tautai, represented the matter to Lee Futai, who made reply that:—"The application for the erection of a telegraph line is a matter entirely without precedent, and as it does not find any place in the treaty stipulations the discussion of such a matter is not to be lightly entered upon—wherefore, he orders that any proceedings in the matter be at once arrested." Afterwards, in the intercalary 5th month of the 4th year of Tung-che (July, 1865), an English merchant of Lee-fu hong clandestinely erected telegraph poles at Pootung (East of the Whampu river), which were pulled up by some persons; and the district magistrate of Shanghai, and the Ting Magistrate of Chuen Sha, having been ordered to inquire into the matter, they replied:—

"That Foreigners to erect wooden posts in the interior is injurious to the Fung Shui and to the agricultural interests of the people, and already it has resulted in the death of some of the people—whose loss of life cannot be accounted for on any other grounds; and the whole body of the people—rushing on like a flood—appeal to us to arrest such proceedings," and having received the orders of the Imperial Commissioner Lee, stating:

"That the erection of foreign telegraph wires in China is a matter attended with great obstacles to the Fung Shui and to the agricultural interests of the people, and must lead to great dissatisfaction on their part. And besides, the various foreign Ministers at Peking have already made application to the Board of Foreign Affairs at Peking for permission to have telegraphs established, and repeatedly has the Board reasonably refused such applications, which is on record."

The Tautai Tu thus finds that there is no provision whatever in the Treaties for the erection of telegraphs, and that it would be a great offence to the feeling of the people; and besides, Chuen Sha belongs to the interior sea coast, and is not a place for foreign commerce, and it could not be peaceably erected there; and the preceding cases may be considered as showing how the present application would be received; so that the Tautai finds it not convenient to send up the application; wherefore the Tautai makes this reply to the Consuls, requesting them to inform the merchants that there is no occasion for a telegraph wire in China.

To the Consuls for U.S. of America, England, France, Prussia, Sweden, Portugal, Italy, Denmark, Spain, Russia, Holland—eleven countries.

Tung-che, 8th year, 6th month, 11th day—19th of July, 1869.

The committee of the Chamber of Commerce have issued a circular to their members proposing the establishment of an Association in England to agitate China questions, and represent generally the interests of merchants engaged in the China trade. Each member is requested to state the amount of the donation he would be disposed to give to forward the scheme. I have not yet heard the result.

The first of a series of quarterly reports by the Watch Committee has been published. It announces the attempts of the council to put down many minor nuisances, such as the exercising of horses in the public streets, and the like. Besides these matters the committee have taken in hand the repression of certain opium houses, "wherein women are kept for purposes of forced prostitution." You will hardly believe that the committee have it in contemplation to order the muzzling of dogs during the hot weather, which has now, after long delay, come upon us in a tremendous outburst. I hope, however, that the lessons taught in London last year, as well as the scientific opinions which have been placed at the disposal of the committee, will prevent this dangerous barbarity from being put in operation.

On the 13th and 19th inst. meetings of the Treaty Consuls were held to consider the alterations in the proposed revised code of land regulations, which alterations were approved at the land renters' meeting of the 27th and 28th of May. All the amendments were accepted by the Consuls, with the exception of that which provided that municipal questions of a legal character shall be tried in the British Supreme Court. It is almost needless to say that such an arrangement would soon be found not to work, and, therefore, it seems wise for the Consuls to have referred the matter to the Ministers.

The Indian named George, against whom a verdict of wilful murder was returned at a recent investigation into the death of a Chinese, deliberately shot by him, was on the 16th inst. convicted, and sentenced to death. Execution is stayed until the pleasure of Her Majesty's Minister shall be known. Meanwhile, the prisoner's counsel, Mr. Hansen has raised objections to the conviction, on the grounds that the jury did not consist of twelve persons, and that native testimony was taken. His arguments are now under consideration.

Meetings of the creditors of Messrs. Rowley Miller and C. T. Jones were held on the 23rd inst. At the former, an additional dividend of 0.230 per cent. was declared, bringing the total of the dividends paid to a little over 12 per cent. At the latter some further claims were proved, and the official assignee announced that the available assets would produce a dividend of 4½ per cent. This was declared, and the bankrupt was ordered to file his accounts, which he has hitherto neglected to do. On the following day a second dividend meeting in the bankrupt estate of Mr. K. R. Mackenzie resulted in the declaration of a dividend of 0.365 on the debts proved, which amount to Tls. 36,000.

A serious fire, by which about twenty houses were destroyed, broke out on the morning of the 16th inst. in Smith's-market. The origin of the fire is variously attributed to incendiaries interested in a neighbouring pawn office, and to accident occurring in an opium den. Others, again, state that it began in a paper shop, where some religious ceremony was being conducted, with the usual amount of crackers, illumination, &c. However it arose, comparatively little damage was done, and this gratifying

* These documents appeared in our last issue, a fortnight since. This morning they appear in the daily papers as the latest China news!

Digitized by Google Original from CORNELL UNIVERSITY

fact is solely due to the efficiency of the police and fire-brigade arrangements and the great power of the municipal steam fire engine.

The new British gaol buildings on the Soochow Creek are slowly approaching completion. It is thought that within three months they will be roofed; but nearly a year will elapse before the necessary fittings will have been put up. Sanitary precautions have been taken, securing ventilation, and so forth. The prisoners will, therefore, be kept in as perfect a state of health as is compatible with confinement.

The Bubbling Well-road, hitherto the resort of pedestrians, equestrians, and carriage folk, has lately been "metalled," and this, though very welcome to drivers, has dismayed riders solicitous about their ponies' feet. But representations on the part of the equestrians have had no effect, and, accordingly, an opposition riding course, uniting the Bubbling Well-road to that leading to the Stone-bridge, will shortly be opened. The land has already been bought for the sum of Tls. 300, and will be paid for by subscription.

Some inconvenience has been caused by the retention here of English mail matter intended for Nagasaki, Hiogo, and Osaka, although a Pacific steamer left for these ports since the arrival of last English mail. The reason is that the U.S. Consul-General has been informed from Washington that the international postal arrangements apply only to the lines from Hong Kong to Yokohama for British mail matter, and from Yokohama to Shanghai for American. Hence mails sent by either the English or American postal authorities over other lines between China and Japan must be paid for in the usual way. Mr. Seward offered to send the mails from Shanghai by last Pacific steamer, on the understanding that the customary postage should be collected on delivery, but Mr. Mitchell would not consent, and directed the British postmaster here to wait for another opportunity.

The weather has for the last ten days been hotter than at the corresponding periods during the past six years. Consequently, sunstroke has been very common, chiefly, however, among sailors and others exposed during the heat of the day. Several deaths have been reported; amongst the rest, Mr. Major, the venerable and highly esteemed manager of Messrs. Jardine, Matheson and Co.'s silk factory, has succumbed. Mr. Major was one of the Waterloo veterans, having commanded a troop of Prussian horse under Blucher on the memorable 18th June, 1815. Mr. Nash, Paymaster of the *Zebra*, was struck down on the 22nd inst., and the sick list on board that ship has been so heavy that the commander took her to sea last Sunday.

Mr. Jamieson, Consular Assistant at Chinkiang, has been appointed Acting Law Secretary in the Supreme Court, vice Mr. Mowat, who goes to England on leave in September, for the purpose of qualifying for the bar. Mr. Jamieson will be succeeded at Chinkiang by Mr. Stronach. Fever has been raging at Chinkiang. The people, both native and foreign, living on shore have suffered severely, and on the river the English gunboat *Firm* has had so heavy a sick list that it was deemed advisable to send from here the surgeon of the *Zebra*.

I told you some mails ago of a murderous assault committed by certain Chinese upon a German constable in the employ of the Taoutai of Chefoo. The man recovered from his injuries, and returned to duty. The other day he received a warrant to arrest a Chinaman who had threatened the life of his master. On approaching him he saw that he was armed with a knife, and the man, further, refused to give himself up. The constable then fired over his head; but this having no effect, he fired a second shot, which went through his heart. No blame is attached to the constable. A Roman Catholic church has just been opened at Chefoo.

The following items are clipped from the *Overland Express*:—

Our New Trinity Church is to be opened for divine service on Sunday next. It is entirely finished now, and has several very handsome memorial windows already set up. Tls. 3,000 or Tls 4,000 are still wanting to free the building from debt, and this amount the committee are making every possible endeavour to collect.

The *London and China Express* received by last English mail, in announcing that a peal of bells (four in number) has been presented by an ex trustee to the Hong Kong Cathedral, states that this will be the only peal possessed by any ecclesiastical building in China. We must correct this mistake and remind our London contemporary that the Seamans' Church at Pootung has already a peal of three bells, presented also by the liberality of an ex trustee, a German gentleman, who took a great interest in the little edifice across the water.

Velocipedes are apparently coming into use amongst our Celestial fellow residents, amongst the number; we notice especially, the manager of the Yang-tae Cargo-boat Company, who daily makes his rounds on a bicycle, and has already attained great proficiency in its use.

Our Tientsin correspondent writes, under date July 10:—The Austrians have arrived, and gone up to Peking on passports furnished by the British Consul here; so they do not appear there in their official capacity. To have done so would have necessitated waiting for instructions from Peking, entailing considerable delay, and time being precious they went at once, and will be the guests of Sir R. Alcock while in the Capital. Lady Alcock has been unwell—it is rumoured a slight paralytic attack, but she i recovering.

HANKOW AND KIUKIANG.

A letter from Hankow, under date July 21st, says:—

With regard to business matters, they are almost the same, little or nothing doing, in consequence of the floods. I do not think that there has been a chop of tea settled for some days; large quantities of oil are being shipped off; this, of course, is fo native consumption, and also considerable quantities of nativ produce.

The water stands at the time of writing 4ft. 6in. above the level of the bund. The ground floors of many of the Foreign hongs are under water, and the inmates obliged to find refuge in the rooms above; at the club the water is over 5ft. in the lower rooms, and as we sat in church on Sunday last several of the congregation were compelled many times to change their places as the water rose, to prevent getting wet feet; in fact every place is in a sad state, crops destroyed, starvation and famine literally staring the unfortunate country-people in the face, and they have neither means nor courage to combat its effects.

The river also wears the same appearance all the way down its banks, which are many feet under water, until we come to the high country, or rather the range of hills through which the river passes. When going down the river a day or two ago I was struck with the green and fertile appearance of this locality compared to the vast inland sea which we had just passed through. The peasantry prosecuting their daily labour, tilling and ploughing the land, apparently unconscious of the misery, want, and famine prevailing with their own country people only a few miles further along the river, on either side of them; these people appear contented and happy.

Now we arrive at Kiukiang, a terrible scene presents itself here, the settlement and every place around being under water; but I did not remain more than a few minutes, and proceeded about eight or ten miles further down the river, where the embankment has given way, the country on the other side being some feet lower than the surface of the river; through this gap the water raged and foamed like a cataract. This is the embankment which has given way, and which is erroneously stated in one of your contemporaries as being opposite Kiukiang. The vast extent of low flat country beyond this embankment extends for at least thirty miles to the hills, and might be called the valley of the Yang-tzse. All those who have the means are making tracks for the opposite bank of the river, where many hundreds have landed in safety.

The river still continues to rise about 2½ inches daily, with no visible appearance of its stopping. If it still continues at this rate, it will soon find the level of the great flood of 1848, the greatest the Chinese have on record; the water then reached as high as eleven feet above the level of the bund.

(FROM A CORRESPONDENT.)

HANKOW, July 24, 1869.

It may perhaps be of interest to you to know that this flood is the worst to which the place has been subjected since Foreigners have been here, being now one foot higher than in 1866. The water is three to four feet deep in any part of the Concession, and in many places much deeper.

We were obliged last Sunday and the Sunday before to go to church in sampans, and to-morrow service is to be held in a private house, as the church is flooded. For two days the rise has been very small, so there is some chance of its taking a turn in the right direction, but it must be a long time before so large a body of water can get away.

To-day we hear that one of the great water walls, of which there are many on the Yangtsze, has given way, and about forty square miles of country have been flooded, causing great loss of life and property, as all the houses were below the water level before the wall broke, and are now therefore quite covered. All the way from this to Chinkiang the water is unusually high, flooding the country for miles on either side of the natural course of the river. At Kiukiang it is four feet higher than Foreigners have ever seen it.

FOOCHOW.

From this port we have advices to the 30th July. The English mail of June 4 arrived out on the 22nd July. The principal topic of interest is an interchange of letters between the British Consul and the residents concerning the "Sharp Peak" difficulty, copies of which have been forwarded us by a correspondent.

FOOCHOW, 22nd July, 1869.

SIR,—We, the undersigned British subjects residing at this port, having read with surprise the published despatch of H.M.'s Minister for Foreign Affairs, dated 23rd April last, censuring your action with regard to the Sharp Peak difficulty, are desirous of expressing our great regret at the course H.M.'s Government has taken in this matter.

We are of opinion that the measures you adopted were judicious, and such as to promote the safety and permanent interests of foreign residents in China, as we are convinced that the only way to avert such an accumulation of outrages as must lead to a

Digitized by Google Original from CORNELL UNIVERSITY

general war is to deal promptly and on the spot with each difficulty as it arises.

Having for so long a period received every possible assistance and consideration from you as our Consul, and knowing as we do the respect in which you are held by the authorities of the province, and the amicable relations between ourselves and the Chinese which have resulted therefrom, we feel it our duty to express our sympathy with you on the present occasion.—We remain, with much respect, your obedient servants,

(Signed by fifty-one British residents).

To Charles A. Sinclair, Esq., H.B.M.'s Consul, Foochow.

British Consulate, Foochow-Foo, 27th July, 1869.

GENTLEMEN,—I am deeply sensible to the expression of sympathy which you have conveyed to me in your letter of the 20th instant, in reference to the censure which it has pleased the Earl of Clarendon to pass upon me for my action in the missionary difficulty on Sharp Peak Island.

It is very gratifying to me to find that my humble efforts to do my duty, in advancing the interests of my fellow countrymen in this distant part of the world, have been appreciated by so large and respectable a portion of our worthy community.

Allow me to add with reference to the subject itself, that Her Britannic Majesty's Minister at Peking has not yet conveyed to me his Lordship's displeasure, but which, in common with yourselves, I read in the Home newspapers, and that I have the hope that when the noble Earl shall become acquainted with the difficulties I had to contend with, his Lordship may relent in his judgment on this matter.

I beg you will each of you accept my sincere thanks for the generous manner in which you have alluded to my public services at this port.—I have the honour to be, Gentlemen, your obedient servant, (Signed) CHAS. A. SINCLAIR.

R. F. Hamilton, Esq., W. Paterson, Esq., A. W. G. Rusden, Esq., and other gentlemen of the community of Foochow-Foo.

AMOY.

(FROM A CORRESPONDENT.)

Aug. 2, 1869.

On the 28th ultimo a great gloom was cast over this community by the melancholy death of Mr. Gibson, late Acting Consul at Taiwan. He arrived here from Formosa about six weeks ago, on his way to Canton, where he was going to act as Interpreter during the temporary absence of Mr. Mayers; but he was too much broken down in health to proceed. The late troubles in Formosa, and the unfavourable light in which his actions had been viewed by the Foreign-office, preyed upon his mind, and brought him to a low state of health, and on exerting himself more than usual about ten days ago he broke a blood-vessel, after which he never rallied. In Mr. Gibson the Consular service has lost an able officer, and one of great rectitude and straightforwardness of conduct, and, above all, one who had the honour of his country always at heart. I believe his greatest enemies among the Chinese officials inwardly admired him for his firmness and rectitude of purpose, for on his departure from Taiwan for Amoy a high Court official said with warmth to a European bystander, "There goes a good man." Chinese are not in the habit of casting eulogium upon Foreigners unless deserved.

Nothing of note is stirring here; the American steamer *Fung Shui* lies a complete wreck upon the rocks where she struck about a fortnight ago. All her cargo has been saved—very little of it damaged.

Purchases of Congous for the London market are being made in small quantities. The *Gleam*, a British barque of 291 tons, is on the berth for London.

(FROM ANOTHER CORRESPONDENT.)

Aug. 2, 1869.

Amoy is such a quiet, out-of-the-way place, that our news generally is of a very unexciting and uninteresting character. During the last week a gloom has been thrown over our community by the death of Mr. Gibson, late Vice-Consul at Tai-wan-fu, Formosa. Although he died of a disease which would ultimately have proved fatal, there is no doubt that his death was hastened by the troubles in Formosa. There is a peculiarity about the condition of things in that island that renders residence by Foreigners there much more difficult than in perhaps any part of the mainland. A great number of the people that live there are immigrants, and these are such as have failed either in trade or in character, and have been compelled to flee their native places. The consequence is that the habits and morals of the people are of a much lower standard than are to be found along any part of the coast of China. The people moreover are less under the control of the mandarins, and whether the prevailing atmosphere has affected those in authority or no, it is a fact that the officials go to greater lengths in wrong than their brethren on the mainland. Now, it must be remembered that when Mr. Gibson arrived in Formosa the troubles that ultimately culminated as they did had been in existence for a considerable length of time. It was, even then, becoming difficult for Foreigners to reside in the place, and it was only the prompt action of the Consul that secured a tolerable amount of safety to either missionary or merchant. It must be remembered, too, that Mr. Gibson's battle was with the mandarins, the constituted authorities, who were bound, not simply by treaty right, but by the laws of China, to see that justice was administered; and it was because he compelled them to recede from a line of conduct which arose out of an intense hatred of Foreigners that his action has been disapproved of by the English Government. Of all the late proceedings of the Government, in reference to Consular matters generally, there is none that has excited so much indignation as its action in the Formosa case. Mr. Gibson was a man of very chivalrous and noble character. It was in no tyrannical spirit th the last appeal was made to force; it was because every other plan had failed to repress the violence of those in authority. He has passed away with the disapprobation of the Government resting upon him; but his memory is held in the deepest respect by those who know the facts of the case, and it may not be assuming too much to say that future events will prove that Mr. Gibson's action in Formosa was the right and the honourable one.

For the last few weeks the heat has been intense in Amoy. There has been no rain, too, for a long time, so the farmers are getting very anxious about their crops. The mandarins have issued orders that for three days no pigs must be killed. They hope by this act of mercy to propitiate the idols, and thus obtain rain.

HONG KONG.

Advices from this port are to the 5th August. The English mail of June 18 arrived out on the 27th July, with London telegrams to the 10th July. The Colonial papers are chiefly occupied with the correspondence between the Shanghai residents and Mr. Ross BROWNE, and there is little local news of interest. The following is from the *China Mail*:—

The statistics supplied by a correspondent to our contemporary tell a melancholy tale of extravagance in the cost of administering local government, and supply a text on which the Hong Kong Association may dilate with more real hope of success than if they confine their efforts at reform to the Military Contribution. The expenses of the Local Government are absolutely frightful in comparison with the work that has to be done. So much is admitted in private; why is it not insisted on *in* public and *by* the public? Why leave it to the newspapers to growl alone? We will give one hint which may not be useless to the meeting on Thursday. A circular appears in the Colonial-office Regulations issued at the commencement of the present year, dated Dec. 5, 1865, relative to the system of furnishing Government houses in those of Her Majesty's colonies not possessing Representative Governments, of which Hong Kong is most certainly one. At present (the circular says) the usual rule is that the reception rooms are furnished by the public, and the rest of the rooms by the Governor. Certain modifications of this rule are permissible, but the Circular concludes with the following significant paragraph:—"The rule would, of course, only apply to a house used as the customary and official residence of a Governor (as Government-house and offices here), and would not be applicable to any country residence to which a Governor might occasionally retire for his health and amusement"—such, for instance, as the pretty, substantial, and very healthily situated gubernatorial hermitage at the most pleasant, breezy, and commanding spot on the summit of the Victoria Peak, Hong Kong. Has the expense of making the retreat been defrayed from the public revenue of the colony? If so, to what department is it charged? Most likely—if charged upon the revenue at all—to Public Works. We do not object to a Governor getting hold of a "residence to which he might occasionally retire for his health and amusement;" but when it is not paid for openly, but its cost is smuggled into other items where it escapes detection, we may regard it as the evidence of a bad system of book-keeping, by which expenditure may be swelled at discretion, and the evil example extend through all departments of the State. It is in this system that we believe the secret of our unduly large outlay may be found, and we hope the Association will look into it.

The census of June 30th shows a decrease of 393 souls since that last taken.

The *Daily Press* gives the following account of the opening of a new slip:—Messrs. McDonald and Co., of the West Point Patent Slip, made their first essay on the 29th July by hauling up their own hulk, a vessel of some 250 tons burthen. It was gratifying to see so many of our authorities in matters nautical, and merchants interested in shipping matters, present on the scene—amongst whom may be named the Harbour-master and the officers of his department, the surveyors to Lloyds and French Lloyds, and the manager of the P. & O. Company, with several of the commanders in the service of that influential company. Everything went off as well as could be expected or hoped for in the essay, by which it is not to be understood that there were not several of those hitches which in the use of entirely new machinery, for the first time, by a gang of men totally uneducated to machine labour, must necessarily occur. Rather was it marvellous to see how quickly the presiding genius, Mr. A. McDonald, met and overcame them as they occurred.

In consequence of the loss of the steamer *Fungshui*, there is no private steamer running to Manila; but it is said that one of Messrs. Landstein and Co.'s steamers is preparing for the line

Digitized by Google Original from CORNELL UNIVERSITY

HONG KONG SUPREME COURT.

(Before the Acting Chief Justice.)

IN CHANCERY.

COMPTOIRE D'ESCOMPTE DE PARIS V. RODGER AND OTHERS.—MOTION TO CONTINUE INJUNCTION.

Mr. Hayllar appeared for the bank, Mr. White for the Manchester firm, and Mr. Pollard (Acting Attorney-General) appeared on the official assignee's behalf.

The motion was for the continuation of injunction to stay execution in the matter of the *Min* case, adjudged by the Hon. the Chief Justice, who had likewise granted the injunction for a week. It may be remembered that the money decreed in the jugdment of the Chief Justice to go to the Manchester firm was afterwards claimed by the official assignee for the behoof of the general body of Messrs. Lyall, Still, and Co.'s creditors. A portion of the sum decreed was also appealed against by the bank, and the money (the principal) is still in the hands of the Court in consequence of the injunction. An interpleader bill has been filed by the bank; and now, on the motion for an extension of the injunction, the official assignee appeared by Mr. Pollard, his counsel.

Mr. Whyte objected, saying that the present case was not one for an interpleader, and that it was not fair to saddle his clients with unnecessary expense in the matter. He also objected to the appearance of the official assignee by counsel.

It was, after some further conversation, agreed that the injunction would be extended for a fortnight, and that the defendants would have an opportunity of applying for a dissolution of the injunction in the meantime, if they so chose.

THE MACAO LIBEL CASE.

A. F. M. PEREIRA V. A. DE SOUZA.—SPECIAL JURY CASE.

The Acting Attorney-General appeared for the plaintiff, and Mr. Hallyar for defendant.

The facts of the case being already well-known, we do not give the evidence, more especially as the leading features were reviewed in his Lordship's charge to the jury, of which the following are the chief passages:—"The plaintiff in this case is a public officer, the defendant is a public writer, who accused the plaintiff of the crime of bribery, extortion and corruption in the discharge of his public functions. The defendant pleaded not guilty and justification; that is, that the libel is true. If there had been sufficient evidence of its truth, defendant would be entitled to a verdict; but if there had been no such evidence in support of the libel, the verdict must be for the plaintiff. A very gross libel it was, unless circumstances justified it. But there were none. The witnesses for the plaintiff had most unmistakably sworn that there was not a scintilla of truth in it, and there had not been a single witness produced in its support.

The jury then retired, and in a few minutes returned with a verdict for the full amount of damages claimed, 5,000 dollars, adding a rider as follows:—"From the evidence produced in this Court the jury consider that the plaintiff, Mr. Pereira, is entitled to general sympathy, as having been subjected to the most serious annoyance from a thoroughly unsupported and malicious charge."

The special jurymen then received their fees and the Court rose. As the jury were departing, Mr. Rowett, one of them, addressing Mr. Pollard, asked if the fees were to come out of the plaintiff's pocket.

Mr. Pollard replied that he supposed so.

Mr. Rowett (tossing a note, or notes, on the table) exclaimed: Then I'll have none of it.

Other jurors followed Mr. Rowett's example, and with this little dramatic incident the proceedings closed.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

From this port we have dates to August 13. The home mails of July 2 and 8 were received on August 4 and 9 respectively, the latest London telegrams being to August 2. The *Straits Times* sums up the fortnight's news as follows:—

The shorthand report of the proceedings of the last meeting of the Legislative Council, held on the 22nd ult., and which were shortly alluded to in our last, has now been issued, and some important points seem to have come under notice to which our previous remarks did not refer. The Governor, in the first place, explained that the additional expenditure on Government House of 40,000 dols., which was voted by the Council in the early part of the year, had been sanctioned by the Secretary of State, but that an intimation had accompanied the sanction that no further expenditure under this head would be confirmed. This cannot fail to be satisfactory to all parties, in so far that we can now, with some degree of confidence, estimate the exact extent of the burden which this work is to impose on the resources of the colony. Accompanying this announcement is an assurance on the part of his Excellency that the revenue promises to be quite adequate to a liberal outlay on public works of general utility, and that the council will have very shortly to consider how this outlay can be best applied. It is to be hoped that if the Governor's views of the revenue prove correct a very careful consideration will mark all the money votes that are given in future.

The presence of the Governor at Penang and of several of the official members of Council seems to have been availed of by the community there to strengthen the hands of the Executive, in view of the possible disturbances indicated in our last, which they believe to be imminent, and a supplementary ordinance has been introduced at an extraordinary meeting of the Council held at Penang for that purpose. In the present tone of the public mind here in Singapore any extension of power to the Executive is looked upon with jealousy, and no doubt the new ordinance will meet some outspoken criticism.

News from the outports is of no particular interest. Locally the fortnight has been a more than ordinarily stirring one. On the 31st ult. two of our largest and best esteemed Chinese merchants gave a public luncheon at the opening of their new gunpowder magazine, on the east coast of the harbour. About two hundred guests were present, including the Lieutenant-Governor, the Chief Justice, and most of the residents; two steamers conveyed the guests to and from the magazine, and the entertainment was one of the most brilliant that has taken place here for a long time. On the 4th inst. the Pacific Mail Company's new steamer *America*, 5,000 tons, arrived from New York on her way to her station on the San Franciscan and China route; and on the 9th inst. the residents were entertained to a very handsome luncheon on board, to which over a hundred and fifty people sat down, the Lieutenant-Governor and Chief Justice among the number.

Messrs. Jardine, Matheson, and Co.'s new steamer *Glenartney*, Captain Bolton, arrived from Calcutta with opium, &c., for Hong Kong, on the 31st July.

The *Straits Observer* says:—A case arising out of the charge of arson against Messrs. Locke and Hong Ghee, has for some days occupied the attention of the Police Court. Locke and Hong Ghee charged Geok Teat, another storekeeper, with subornation of perjury. The counsel for the accused elected to reserve his defence, and after the witnesses for the prosecution had been heard, Geok Teat was committed for trial at the next criminal session; he was admitted to bail in 1,000 dols.

The steamer *Nile*, with a cargo of new season's tea from Foochow, arrived on the 30th July. [By advices from Anjer she passed through the Straits of Sunda on August 5. Several other vessels will be found in our Sunda list not mentioned in the Singapore papers.]

CEYLON.

—o—

COLOMBO.

The dates from this port are to the 23rd August, the London mail of 30th July being due on the same day. The *Colombo Observer* has the following:—Sir Hercules Robinson, Lady and Miss Robinson, Mr. Irving, the Colonial Secretary; Captain Chapman, A.D.C.; Mr. Cameron, Private Secretary, and Dr. Charsley arrived in Colombo on the 14th August after their tour through Badulla, and Haldumulla, and then by Ratnapura homewards.

The *Examiner* says the Governor will remain at Colombo till the close of the Legislative Council Sessions, which are expected to be opened without further delay. Only one draft of a proposed ordinance has as yet appeared in the *Gazette*, and we can only speculate on the character of the measures to be brought forward. Chief among these will be a Bill sanctioning the Galle Harbour improvements, on the terms offered by the Home Government, and a Bill to assimilate the currency of the island to that of India.

Major-General Rennie, the recently arrived commander of our troops, does not seem to let the grass grow under his feet. Since he assumed the command he has been everywhere looking into everything. We now hear of him from Trincomalee as inspecting the garrison, awarding praise to some and taking others to task. General Rennie travelled overland by the Great Northern Road.

Our railway is again in complete and perfect working order, and the glut of goods at the several stations in consequence of the recent block on the line has kept the engines on the move some four or five times a day. The returns from the traffic, therefore, within the last two weeks, are so much in excess of what used to be the ordinary collections, that they are expected fairly to make up the loss incurred during the cessation of traffic. In connection with this subject we may mention another project, that of extending the railway to the Customs premises; the project in itself is a very feasible one, and we may even say a necessary one, but we happen to be so suspicious of the quarter from which it has emanated, that we refrain from pronouncing an opinion until it is fairly before the public, with all the details which its author can place before them.

The Colombo municipality seems to be on the verge of insolvency, and has been under the necessity of appying to Government either for additional sources of revenue to enable it to meets its wants, or for increased powers of taxation.

A telegram from India announcing the suspension of payment by the Albert Insurance Company, an event for which most of the policy-holders were prepared by the ugly rumours previously current, has yet fallen on the people affected by it like a calamity.

A branch of the Oriental Bank will be opened at Haldamulle.

Digitized by Google Original from CORNELL UNIVERSITY

This arrangement will, no doubt, be appreciated by the Haputale planters, for whose special benefit it is made.

We are informed that the scheme for the improvement of the Galle harbour will take in a breakwater and an inner wharf, the latter connected by a tramway with the Fort. Facilities will also be afforded for the erection of coal-sheds, warehouses, &c.

We have received from Mr. Lawton, of Kandy, a photograph of the railway at "Sensation Rock," taken after the rock-slip that occurred on the 14th of July. It gives a very good idea of the magnitude of the slip, notwithstanding that it had to be taken from the side, a front view being impossible, owing to the steepness of the precipice.

Commercial Report.

CEYLON, STRAITS, JAVA, AND CHINA IMPORTS.*

(*For Dates see First page.*)

SHANGHAI.—Piece Goods: A good business had been done in the chief staples, but at prices which had simply depended on the idea of buyers. Gray Shirtings: A steady daily business was reported in these goods—at prices much on a par with those current last Mail. Sales reported from first hands amounted to 170,000 to 180,000 pieces—chiefly of 7 lbs. and 8.4 lbs. weight. In addition to these there had been several auction sales of damaged goods—which had enabled the local trade to supply its wants at comparatively cheap figures. Floods at Hankow and a dull market at Tientsin had also had some effect in keeping prices down, while the former losses incurred by speculators had to a great extent prevented them from operating on the chance of a rise. Quotations were, for 7 lbs., Tls. 1.93 to 1.97; for 8.4 lbs., Tls. 2.15 to 2.19; and for 9 lbs. to 9.12 lbs., Tls. 2.50 to 3.0 per piece. T-Cloths: Fair sales of this class of goods were quoted at unchanged prices; but at the close there was rather less inquiry, and rates were slightly weaker. Transactions in all weights were stated at 90,000 to 100,000 pieces, and the classes sold had again been chiefly those from good to fine. Quotations: 6 lbs., Tls. 1.40 to 1.72 (the latter figure being for chop-dollar goods) per piece; lbs., Tls. 1.65 to 1.92 per piece; and 8 lbs. to 8.4 lbs., 36 in., Tls. 1.95 to 2.45 per piece; this last price being, as usual, for a special chop. White Shirtings: Sales had been to a very moderate extent, and prices tended downwards. A better state of affairs was looked for when the Northern demand sets in. Quotations (more or less nominal), 56 reed, Tls. 2.10 to 2.12 per piece; 60 reed, Tls. 2.25 per piece; 64 reed, Tls. 2.35 to 2.43 per piece; 66 reed, Tls. 2.50 to 2.60 per piece. Drills, &c.: There had been very few sales of sound American goods, and quotations must be taken as nominal; the demand was very slack, even at reduced figures. English Cloth of 14lbs. to 14½lbs. was wanted at Tls. 3.70 to 3.75 per piece, with few sellers, unless from Chinese second hands. Dutch Drills had declined about 5 cands per piece, and were not readily saleable. Woollens, &c.: Some sales of Long Ells had transpired, but arrivals were sufficient for immediate wants. A few parcels of Spanish Stripes had also changed hands, and there was some chance of the low values inducing more business. All colours of Camlets showed a decline, and sales of assortments were not easy to effect. Figured Orleans had been placed to a moderate extent at a slight decline on former quotations. Metals.—Nail Rod Iron: Had been disposed of to the extent of 16,000 bundles at Tls. 2.05 to 2.10 per picul, leaving in stock some 80,000 bundles. There had also been an inquiry for Bars, and sales consisted of 3,000 piculs at Tls. 2.20 to 2.35 per picul. The market for both classes was fairly firm. Lead: 3,204 piculs had been exported to the Northern and river ports during the fortnight; rates may be quoted lower; L. B. offered at Tls. 5.10. Coal: There had been no particular change. Cardiff—a cargo had been resold at Tls. 7.75; English—lower rates offered but not accepted; American—a cargo to arrive placed at Tls. 10.25.

HANKOW.—Business in Piece Goods had been on an extremely limited scale, owing to the flooded condition of the whole of the foreign settlements, and a great part of the native city. Gray Shirtings: A few sales of 8¼ lbs. had been effected at slightly lower prices, but at the close there was a somewhat better feeling in the market. 7 lbs. goods and heavy makes had been neglected. Closing quotations:—Tls. 1.95 to 1.97 for 7 lbs., Tls. 2.14 to 2.18 for 8¼ lbs., and Tls. 2.90 to 3.08 per piece for 9¾ lbs. goods. White Shirtings 5 candareens per piece lower, and without inquiry. T-Cloths: Traders from the interior marts had taken a few parcels, but there was little business. Drills: Common qualities had been in some demand, but full supplies had come to hand, and prices had given way to the extent of 5 candareens to one mace per piece. Fancy Cottons had not met with much attention. Woollens and Worsteds: Camlets dull of sale at last quotations; Lastings not wanted; Long Ells: Demand very trifling; Spanish Stripes and Medium Cloth: Hardly any transactions had taken place. Figured Orleans: All inquiry had fallen off. Lead: Sales had been made for parcels taken for barter in Tea at Tls. 5.60 per picul for LB mark, but the demand was very trifling. Quicksilver: Tls. 52 per picul had been obtained for a small quantity, but there were few buyers at that price. Tin firm at Tls. 28 per picul.

HONG KONG.—Cotton Yarn: Good demand for Nos. 16 to 24, at improved prices; quotations, 16 to 24, $132.50 to 137.50. Gray Shirtings, hardly any demand for 7 lb., small inquiry for 8.4 lb. at $2.80 for best chops; in heavy goods business confined to auction sales at $3.50 to 3.70, for 9¾ to 10 lbs. goods. White Shirtings, nothing doing. T-Cloths, some business in ordinary makes of 6 and 7 lb. imported from Singapore and Bombay; fine qualities quite neglected and lower; nothing doing in 36 inch goods; quotations, 6 lbs., $1.85 to 2.10: 7 lbs., $2.15 to 2.45. Spotted Shirtings, no demand. Turkey Red: Auction sales at $2.60 to 2.66; unsaleable privately. Brocades: Auction sales at $2.95; quite out of demand. Damasks, unsaleable; quotations nominal. Chintzes, small demand for assorted. Velvets, little doing. Handkerchiefs, much depressed. Drills, no demand; a few Dutch, spotted, sold at auction at $4 60. Spanish Stripes, heavy stocks; no demand. Long Ells continue much depressed. Camlets: Best assorted in limited demand; quotations, SS, $16 to 17. Lastings, little business, demand subsided. Blankets, in oversupply and declining; quotations, 45 to 60 cents per lb. Metals: Nail Rod Iron in demand; heavy sizes most wanted. Bar in better inquiry. Hoop and Wire, nothing doing. Lead dull, rates weaker, $7 to 7.10. Tin in good demand; no stocks—supplies expected, $35 to 36 per picul. Coals: Only one arrival during the fortnight from England, and that for consumers; several cargoes from Australia, a portion of which had been placed at $6 per ton ex ship, a chance sale being reported at $7 per ton. No demand existed for English or Cardiff.

BATAVIA.—Gray goods in very little demand for local consumption, the market having been pressed with a bankrupt stock from which sales had been made from time to time at very low rates. These supplies were nearly exhausted, but second hands were still full, and no immediate improvement could be looked for either in demand or prices unless assisted by an inquiry from the outports. A little buying had been done for Singapore at about f.7 for 8¼ lbs. Shirtings, and f.2¾ for 3 lb. Madapollams in bond. Drills in fair request; English f.7 to 7.50, Dutch f.8.50 to 8.75. White Shirtings in better inquiry, and sales practicable to a moderate extent, the medium descriptions attracting most attention. Quotations:—64 to 66 reed f.8.50 to 9.25. White Madapollams dull of sale; White Cambrics also neglected; Dyed Cloth sold slowly; Yarns, both Gray and Coloured, were saleable in moderate quantities at the rates last quoted; Sewing Thread was occasionally saleable; Woollens generally in very little request. There had been some demand for White Woollen Blankets at f.6 to 6¼ each. Metals: Copper Sheathing dull; supplies in first hands ample. All other Metals, with the exception of Tin Plates, which were scarce, and in some request, were overstocked and difficult of sale.

SINGAPORE.—39 inch Gray Shirtings: 6 lb. are in limited demand at $2.10 to 2.15. 7 lb. had been placed at $2.50 to 2.52½, and 8¼ lbs. had been disposed of to a small extent at $2.90. 45 inch were in fair request at $2.80 to 3.30. 32 inch Gray T-Cloths: These goods had been in but small inquiry, a few sales were reported at $1.60 to 2.15. 32 inch Gray Madapollams: Small sales reported at $21¾. 36 inch Gray Long Cloths without alteration. 36 inch White Shirtings of most kinds were in very limited demand, with the exception of Low qualities, which were more enquired for. White Spots: Sales at last rates. White Brocades: The market had been cleared at $3. White Cambrics: 15s and 16s moving slowly at $32 to 33. 24s in demand and worth $19½ per corge. White Jacconets very little inquired for. White Madapollams saleable at last prices. Dyed Shirtings unaltered. A sale of Pink Spots of common description at $4.20. Brocades without change. Last sale of Black Velvets at 20 cents per yard. Turkey Red Cambrics: Low weights of these goods had been inquired for and a few sales of 2 lb. 4 oz. were reported at $2 25. Mulls in no demand, stocks large. Prints in better demand. Bandana Handkerchiefs hard to move at last rates, stocks being heavy. Most descriptions of Sarongs very difficult to place, stocks continuing to increase considerably, 1st quality rather more inquired for, but at rates which holders were not prepared to accept. Camlets worth last rates. Scarlet Long Ells, a small sale of 8 lbs. at $6.25 had been made. Scarlet Spanish Stripes sold at 65 to 70 cents. All Wool Lastings: Assorted wanted and worth about 40 to 42½ cents. Black are hard to move at 40 cents per yard. Gray Yarn: 18s to 24 in demand and worth $120 to 145 per bale. 30s out of stock. 40s worth $140 to 145. Turkey Red Yarn held for an advance. A sale of 10 lb. reported at $150. Green in demand and sales made at $85 to 90. Copper Sheathings dull of sale. Yellow Metal had been placed to some extent at $22¼ to 23. Zinc Sheathing wanted; none in stock. Iron extremely dull and depressed. The only sales reported were of Nail Rods at $2.55 to 2.60, of Round at $2.40, and of Square at $2.30. Sales of Pig Lead at $6.25 to 6.30 for large slabs.

PENANG.—There had been a little more demand for imported goods, with but little improvement in prices. Gray Shirtings of light weights continued scarce, and some quantity had been disposed of at a slight advance in price. Quotations: 6 lbs., $45; 7 lbs., $52 per corge. For 8¼ lbs. as high as $62 had been paid for very fine quality, but of inferior numbers some important sales had been made at from $58 to $59 per corge. In 45-inch goods no business had been done. In Gray Long Cloths and Gray Madapollams there had not been a single transaction, and quotations were nominal. For Gray T-Cloths the demand had been somewhat better, but holders did not feel inclined to let the goods go except at an advance on the prices offered. For all other plain cottons the business had been but small, and prices had not altered. Immediately after the arrival of the steamer from Burmah, the Rangoon traders came on the market, and were large purchasers of yarns; a considerable quantity of Gray Mule was disposed of at $130 per bale for No. 30, and at $140 per bale for No. 40. There was also a considerable demand for the same market for Turkey Red Cambrics, and a considerable quantity of 18.24 was sold at the advanced price of $122 per bale. Imperial Red, No. 40, had also advanced slightly, the last sale being reported at from $78 to 79 per bale.

COLOMBO.—The animation reported in our advices by the last mail has continued to characterise dealings in staple goods throughout the fortnight, and the market closed firm. Gray Shirtings, Long Cloths, and Mule Twist had been dealt in freely. White Shirtings and Cambrics continued well placed. White Victoria Lawns in moderate stocks, with good inquiry. T. R. Twist is steady, and for Orange and Green there was a good market. Coloured Goods remained generally rather slow, but for Madras Prints there was a fair inquiry. T. R. Wove Handkerchiefs were getting down in stock, but the market did not show any effect therefrom.

* The report of the Japan Markets, in advance of the present Mail, appeared in our issue of the 7th inst.

CEYLON, STRAITS, JAVA AND CHINA EXPORTS.

(*For Dates see First page.*)

TEA.

SHANGHAI.—Black: A good business had been transacted during the fortnight, at irregular but hardening prices. Taking the quality of the Teas settled into consideration, prices on the whole had advanced from Tls. 1½ to 2 on last mail's rates. The market closed quiet. Settlements

Digitized by Google Original from CORNELL UNIVERSITY

for the fortnight, 40,241 chests. Re-shipments on owners' account New Tea, 15,397 chests. Stock, 77 chops, or 20,750 chests. Quotations (duty paid):—Hohow, common to good, Tls. 17.1.0 to 23.7.5; Oanfas, Tls. 23 to 28.2.5; Oonam, common to fair, Tls. 18.5.0 to 23; Ningchow, common to medium, Tls. 20½ to 26; Oopack, Tls. 22 to 26¼; Redried Shanghai-packed, Tls. 9½ to 9¾. Green: A moderate steady business had been done in Pingsueys, at about previous rates. The first of the Fychows had arrived, but no business had been transacted in them. The market was quiet, and stocks were accumulating rapidly. Settlements for the fortnight, 6,474 half-chests; Re-shipments on owners' account, 431 half-chests; Stock, 15,942 packages. Quotations:—Pingsuey Gunpowder, 1s. 5½d. to 3s. 5d.; Imperial, 1s. 1¾d. to 2s. 10d.; Young Hyson, 1s. 0½d. to 2s. 11d.; Twankay, 9½d. to 1s. 1¾d.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report:—Business has throughout the fortnight been much curtailed by the flooded state of the country, which has prevented supplies coming forward, and made buyers more or less disinclined to operate owing to the difficulty of storing and preparing Teas for shipment, as many godowns have water in them. Settlements since date of our last are 7,765 chests, 1,750 half-chests, and 1,150 boxes, at Tls. 14 to 21, nearly all of which are second crop Teas. Prices have been well maintained, closing rates showing a slight advance on our former quotations. We are now able to judge fairly of the second crop; we consider it much inferior to that of last year, and under the average. But few chops have any attractive character. It will, we think, without doubt, be short of the former growth; at the moment it shows a great falling off compared with the quantity to hand at corresponding date last year, but a good quantity has of course been kept back by the high state of the water. The chops are much smaller this year than last, but few exceeding 300 chests. Present rates give teamen from 1 to 2 taels profit; this has encouraged some teamen, who had previously closed their hongs, to begin again, which is to be regretted, as it will doubtless increase the quantity of third crop which will be prepared for foreign markets. Our present export is a million in excess of what it was at same date last year, but in our next circular will in all probability show a decline, as during the corresponding fortnight five millions were then shipped, and we do not see much chance of more than half that quantity going forward this season. Shipments to Shanghai for sale on native account have now reached about 130,000 packages more than the 10,000 in excess of the quantity they sent during the whole of season 1868-69. We quote fair to medium Oopacks, 16¼ to 20; common Oanfas, 14½ to 16 taels; Oonams, 15 to 16¾; Shuntam packed, 13½ to 14 nominal. Settlements from 9th inst. to date:—350 chests 750 half-chests at Tls. 14 to 15¾; 4,000 chests 690 half-chests at Tls. 16 to 18; 3,400 chests 310 half-chests at Tls. 18¼ to 21.

FOOCHOW.—For a few days after the last mail's departure settlements were made on a less extensive scale, but on the receipt of the 4th June mail from England, with somewhat improved accounts of the home market, the demand for Congous again became active, and prices had since further advanced. Congous: All grades, excepting "dust and siftings," which were only a shade higher, showed an advance of one to two taels, and although settlements had been more moderate, there appeared every indication that prices will be maintained, the teamen being firm holders, in view of the reduced stock, and the moderate extent of supplies of second crop teas, which continued very inferior in quality. We quote—Medium, Tls. 23 to 25, equal to 1s. 6¼d. to 1s. 7½d. per lb.; Flavory, Tls. 17 to 22, equal to 1s. 2¼d. to 1s. 5¼d.; ordinary to good common, Tls. 14 to 16, equal to 1s. 0½d. to 1s. 2d.; broken-leaf, Tls. 10 to 13, equal to 10d. to 11¾d.; dust and siftings, Tls. 6 to 9, equal to 7¼d. to 9¼d. Souchong: Settlements were made early in the fortnight, on more favourable terms, and the demand had since been more general, resulting in a rather extensive business at the following prices:—Fine, Tls. 28 to 30, or 1s. 9½d. to 1s 11d. per lb.; good medium, Tls. 24 to 27, or 1s. 7d. to 1s. 9d. per lb.; fair, Tls. 20 to 23, or 1s. 4½d. to 1s. 6½d. per lb.; common, Tls. 15 to 19, or 1s. 1¼d. to 1s. 3¾d. per lb. Oolongs: Business in this description had been very small, and the few settlements reported were doubtless for the English market. We quote: Fine, Tls. 21 to 23, or 1s. 5¼d. to 1s. 6¼d. per lb.; fair to medium, Tls. 17 to 20, 1s. 2½d. to 1s. 4½d. per lb. Supplies to date were still considerably under those of last season. Flowery Pekoes had again been purchased to some extent at about previous rates, say:—Finest, Tls. 50 to 60, or 3s. 0¼d. to 3s. 6¾d. per lb.; fine, Tls. 40 to 45, or 2s. 6d. to 2s. 9d. per lb.; medium, Tls. 26 to 35, or 1s. 8¼d. to 2s. 2¼d. per lb. Scented Teas have been taken to a moderate amount without change in value.

SILK.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Report:—After the departure of last mail a slow dragging business forced prices of medium and common silks rather lower, and a considerable business has ensued at a reduction ranging from 5 to 10 taels on these descriptions, although Red Peacocks have maintained their position at Tls. 460. Fine Silks are firmly held for previous rates, and chops in one or two instances are a shade higher. The following are a few of the leading quotations:—Choopings, No. 3, Tls. 560; Dragons, No. 3, Tls. 557½; Donkey, Tls. 550 (Yakee's being held for the same); Blue Flag, Tls. 515; Blue Peacock, Qui-sute-fei, Tls. 492½; and Red Peacocks, Tls. 460. Hainins and Kahing Taysaams are unchanged, and the same applies to Chincums, although a few very common lots have been settled at a nominal decline. Skeins have been taken at Tls. 360; best Long Reels at Tls. 390 to 400; and a considerable quantity of English fashion Throwns at Tls. 470 to 520. The market closes weak, and with continued depressing advices from Europe, we still anticipate a further decline being established here. Settlements for the fortnight are estimated at 2,700 bales.

JAVA PRODUCE.

BATAVIA.—Arrack, 4 per cent. overproof: In inquiry at f.118 to f.122 per leaguer of 133 imperial gallons. Coffee: For Ordinary Green Java, f.33 to f.34 per picul was offered, but planters were disinclined to realise except at higher rates. Blue Bean worth f.37 to f.38 per picul. Padang: None in the market. Cassia Vera: Only small quantities procurable. Cubebs: No transactions. Last sale at Samarang at f.18 to f.20 per picul. Gum Damar maintained its value. Indigo: Sales had taken place at Samarang at f.5.25 to f.5.35 per Dutch pound for first quality. India-rubber scarce, and worth f.90 to f.100 per picul. Gutta-percha: Small quantities procurable; worth f.60 to f.120 per picul, according to quality. Tin: 5,000 piculs Billiton at auction realised f.71.42 per picul. Nutmegs in good demand, at f.110 to f.115 per picul. Mace very scarce, and wanted at f.95 to f.100 per picul. Pepper: None to be had. Nominal value f.18.50 to f.19 per picul for Black, f.30 for White. Rattans: Sales reported of Padang at f.8 to f.8.50, and of Borneo at f.11 to f.12 per picul. Sugar in keen demand, and sales made at f.15.50 to f.16 per picul for No. 14. Sugar making was being actively carried on.

STRAITS AND CEYLON PRODUCE.

SINGAPORE.—A moderate business had been done in produce during the fortnight. Gambier continued at $3.07½ until near the close, when the price advanced to $3.12½; about 950 tons had been contracted for—one-half at the lower, and one-half at the higher quotation, at which the market closed firm. Black Pepper in good demand, but there was none coming forward, and dealers refused to contract. White Pepper more active, and a good many purchases, chiefly, it is believed, for the Continent, had been made. In Sago Flour the business had been small, and supplies were not large. Pearl Sago and Tapioca had been bought at slightly easier rates. Hides in larger request, and considerable purchases had been made. Gutta-percha neglected, and no supplies of first quality India rubber were in the market.

PENANG.—The produce market had not been well supplied during the fortnight, and prices of the principal articles of export had hardened, on account of an increased demand for the Indian and Chinese markets. Close on the departure of the last mail Tin was secured at $29.15 per picul, and at a slight advance on that price; but since the arrival of advices from China and Bengal the native traders had raised the price as high as $29.40 per picul. Advices had been received that some 4,000 slabs of Tin had left Tongkah for Penang, but European houses would not give the high price asked by the agents of the shippers—say $29.40. It appears that this demand for China had sprung up in consequence of the Chinese Tin Mines having failed—so that now all the tin required in China must be imported, necessitating a supply from the Straits settlements or from Banca, and, of course, causing an advance in the price. A small lot of West Coast Pepper that arrived just after the departure of the mail was secured at $5.90 per picul, but since then none had come forward, and what was expected could not be obtained at less than $6.30 per picul. Of East Coast and Acheen Pepper the supply had been much restricted, and prices had hardened. Some 2,000 piculs were offering at $6.30. The price, $6.20, had been offered and refused.

COLOMBO.—With regard to Coffee, there is little to report; tails of crops were arriving, but for them there was no demand—crops for later delivery continued on offer at 11s. 6d. to 12s. 6d. Native only arriving in parcels of a few hundred weights; the price was 42s. picked and dried, but very small quantities to be had. Cocoanut Oil depressed. Cinnamon rather easier. Coir not in much inquiry, but good qualities of Yarn and Fibre sold without difficulty. Plumbago continued to be taken freely; fine bright lump at £15, chips £7, dust £4. 10s.

☞ *The picul is equal to* 133⅓ *lbs. avoirdupoise.*

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6½d.	4s. 7d.	4s. 7d.
Hiogo & Osaka ,, ...	—	—	—
Shanghai ,, ,, ...	5s. 11d.	5s. 11½d.	5s. 11¾d.
Canton ,, ,,	4s. 6¼d.	4s. 7d.	4s. 7¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5¾d.	4s. 6d.	4s. 6¼d.
Manila ,, ,, ...	4s. 4d.	4s. 4½d.	4s. 4¾d.
Colombo ,, ,, ...	1 prem.	—	1 dis.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	30⅛	230 to 230½
,, Hong Kong	23½ to 24 dis.	—
Bar silver	111.5.0	5 prem.
Mexican dollars	76.0.0	par.

Bous, at Yokohama, 340 to 342 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 15½ to 16; Old, 35 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 6 to 8; Old, 6 to 8 per cent. discount.
Union Dock Company, 25 to 35 per cent. discount.
China Traders' Insurance, 800 to 825 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 11 to 12 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 20, Phaeton; from Cardiff, 13, Senator Webber; 16, Renoun (reported by telegram); from New York, 19, Carobel; from Liverpool, July 6, Edward Nerber.

At SHANGHAI.—From London, July 15, William Melhuish; 18, Famerlane; 25, Mary Moore; from Cardiff, 19, Windermere; 20, Dovercourt; from Sunderland, 25, England's Glory; from New York, 18, Yokohama; 25, Lanercost.

At HONG KONG and CANTON.—From London, July 22, River Clyde; from Cardiff, 27, Dr. Peterman; from Amsterdam, 24, Iduna; from Baltimore, 29, Competitor.

At MANILA.—From Liverpool, July 15, Dos Hermanos; from Cardiff, 24, Hope.

At BATAVIA.—From Liverpool, July 11, Fanny Kirchner; 21, Mary Spencer; from Amsterdam, 19, Koning Willem II., Baron v. P. v.

Digitized by Google
Original from CORNELL UNIVERSITY

Rosendaal; from Rotterdam, 19, Kosmopoliet II., Tonia; 22, Grootmeester Nationaal; from Glasgow, 19, County of Stirling; from Bordeaux, 23, Hindostan; from Boston, 19, Rainbow.

DEPARTURES.

From YOKOHAMA.—For Callao, July 22, Belvedere.

From SHANGHAI.—For London, July 16, Guinevere, Melbrek, Decapolis; 18, Maiden Queen; 19, Weymouth, Miranda (str.); 24, Juanpore; 27, Wild Deer; 29 (cleared), Star of China.

From FOOCHOW.—For London, July 17, Black Prince, Kaisow; 21, Windhover; 24, Serica; 26, Falcon.

From HONG KONG and CANTON.—For London, July 29, Maitland.

From MANILA.—For London, July 20, Ringleader, Verena; via Cebu, 18, Elizabeth Cushing; 29, Dilbhur; via Iloilo and Cebu, 17, Merwanjee Framjee.

From SINGAPORE.—For London, July 29, Niger (str.); 31, Nile (str.); Aug. 9, Miranda; for Liverpool, 3, Bothwell Castle; for Marseilles, 8, Rachel; for Boston, 7, Jungfrau.

From BATAVIA.—For Holland, July 8, Utrecht; 20, Medea, Honigby; 28, Henrietter Geertruida; Aug. 3, Constantia; for United States, July 30, Anna.

From COLOMBO.—For London, Aug. 16, Aboyne; 18, St. Magnes; 19, Susan Pardew, from Amsterdam; 14, Caroline.

VESSELS LOADING.

At SHANGHAI.—For London, Hopewell, Geraint, Conqueror, J. R. Worcester, Joseph Sprott, Charmian, Challenge, Dilkoosh.

At FOOCHOW.—For London, Clara, Corona, Chusan, Min, Silver Eagle.

At HONG KONG and CANTON.—For London, Dunmail, Scawfell, Grasmere; for New York, Chattanooga.

At MANILA.—For London, Vincenza, Carin; for Liverpool, via Ilo Ilo, Magallanes; for Cadiz, Conchita, Maria Fidela, Pepita; for New York, George Peabody, Formosa, Cleopatra, Sonora; for Boston, Wild Rover.

At SINGAPORE.—For London, Canning, Flora, Sree Singapura; for Liverpool, Ottawa, Doune Castle; for Marseilles, Emma, Favourite; for Bordeaux, Mondelli.

At COLOMBO.—For London, Shooting Star, Star of the South, War Cloud, Comus, Skimmer of the Waves, Hollinside, Carnilot; for United States, Maid of Glanwern.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading either for London or United States.

At SHANGHAI.—Vessels on the berth for London are loading at £2 to £2 10s. A few coast charters have been effected, but at low rates.

At FOOCHOW.—The rate for London has declined to £2 15s. per ton.

At HONG KONG and CANTON.—To London, £3 per ton.

At COLOMBO.—To London, nominally the same as last mail.

At MANILA.—To London, the settlements since last mail have been as follows:—Elizabeth Cushing, 888 tons, has been chartered to take on the Egeria's cargo, from Cebu to London, at £3 per ton for sugar, and £3 10s. for hemp; Magallanes, 356 tons, from Ilo Ilo to Liverpool, gets a full cargo of sugar at £2 15s. per ton; Vincenza, 525 tons, a chartered vessel, has engaged some outside cargo at £3 10s. per ton for hemp, and £4 for light freight. The tonnage in harbour is larger.

At SINGAPORE.—To London, £1 15s. to £2 per ton all round.

At BATAVIA.—To Holland, f.67.40 to f.69.75 per last. Tonnage in harbour abundant.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 19	Mount Stuart El'stone	London	Yokohama
„ 20	Forward Ho	Shanghai	London
„ 21	Naval Brigade	Cardiff	Yokohama
„ —	Concurrent	Rotterdam	Samarang
„ 24	Ahkera	Singapore	Boston
„ —	Nyassa	Do.	Liverpool
„ —	Vesta	Bangkok	Falmouth
„ 25	Chillingham	Hong Kong	London
„ 26	Rifleman	London	China
„ —	Asterias	Cardiff	Manila
„ —	G. F. Vorwerk	Hamburg	Singapore
„ 27	Van der Palm	Sourabaya	Rotterdam
„ —	Kingdom of Belgium	Singapore	New York
„ —	Leander	Foochow	London
„ —	Thermopyle	Do.	Do.
„ 30	Belted Will	Canton	Do.
„ —	Espâna	Cadiz	Manila
„ —	Invincible	London	Hong Kong
„ 31	L. J. Enthoven	Schiedam	Batavia
„ —	Georges	London	Yokohama
„ —	Hoek van Holland	Rotterdam	Batavia
„ —	Ocean Chief	London	Shanghai
„ 2	Ida Elizabeth	Rotterdam	Batavia
„ —	Jan Pieterzoon Koen	Amsterdam	Do.
„ —	Bali	Liverpool	Order
„ —	Tyburnia	London	Shanghai
„ —	João	Lisbon	Macao
„ —	John Lidgett	London	Shanghai
„ —	Parmenio	Do.	Japan
„ —	Albuera	Do.	Shanghai
„ —	Gladiateur	Liverpool	Do.
„ —	Her Majesty	Manila	New York
„ —	Zephyr	Do.	Do.
„ —	Samuel Lanabec	New York	Shanghai
„ —	Glamorganshire	Cardiff	Yokohama
„ —	Sumatra	Rotterdam	Batavia
„ —	Drusus	London	Batavia

AUGUST 2ND TO 6TH.

	For
Susanna (Hamburg)	Hong Kong.
Villa de Camille (Spanish)	Havana, 290 coolies.
Havelock (British)	Yokohama.
Douglas Castle (British)	London.
Mozambique (Hamburg)	Bangkok.
Nile, s.s. (British)	London.
Niger, s.s. (British)	Do.
Shunlee (British)	Shanghai.

COMMERCIAL POSTSCRIPT.

TEA.—Sales have continued during the past week of New Bronings by the various steamers arrived from Hankow at 1s. 10d. to 2s. 11½d. Sales of new Kaisow, ex Achiles, at 2s. 2d. to 2s. 10d. Some of the parcels are very much mixed, and only 1s. 2d. offered. Scented Pekoe, 2s.

SILK.—Market very flat, No. 3 Tsatlee. 29s.; Japan Maibash No. 1, at 27s.; one parcel of 100 bales sole at 25s. 3d. all round.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Off Dungeness, from Batavia, for Rotterdam, Eva Johanna; at Falmouth, from Java, Maid of Orleans.

DEPARTURES.—Sept. 15, from Dublin, for Manila, Manila (str.).

LAID ON.—At Liverpool, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Nestor (str.); for Batavia and Sourabaya, Hans.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON—On the 31st Aug., at Ruston Park, Sussex, Mrs. W. R. Adamson, of a son.

BLACK—On the 25th July, at Yokohama, Mrs. J. R. Black, of a daughter.

BRAGA—On the 15th July, at Shanghai, the wife of Mr. J. Braga, of a son.

CAYLEY—On the 6th Aug., at Colombo, Ceylon, the wife of Richard Cayley, Esq., of a son.

DAVIDSON—On the 14th Sept., at 42, Portsdown-road, Maida-vale, London, the wife of Wm. M. Davidson, Esq., of a daughter.

DUNLOP—On the 19th August, at Colombo, the wife of R. V. Dunlop, Esq., Oriental Bank Corporation, of a son.

HANCOCK—On the 1st July, at Hong Kong, Mrs. Alfred Hancock, of a daughter.

LEVESON—On the 3rd Sept., at Newlands, Sydenham, Kent, the wife of Edward J. Leveson, of a son.

MAGNIAC—On the 28th Aug., at 36, Hertford-street, Mayfair, the wife of Arthur Magniac, Esq., of a daughter.

MCCARTHY—On the 20th July, at Shanghai, the wife of J. H. McCarthy, of a daughter.

MCDOUALL—On the 21st July, at Shanghai, the wife of John McDouall, Esq., of a son.

MEDEN—On the 28th Aug., at Ashwood-villas, Headingley, near Leeds, the wife of Mr. A. von der Meden, of a daughter.

PEREIRA—On the 30th Aug., at Villa Pereira, Porta Legni, Messina, the wife of F. E. Pereira, Esq., barrister-at-law, F.R.G.S., recently a Municipal Commissioner for the town of Singapore, of a daughter.

ROBINSON—On the 13th July, at Shanghai, the wife of Alfred Robinson, Esq., of a daughter.

MARRIAGES.

BRUNE—WHITING.—On the 2nd Sept., at St. James's, Piccadilly, by the Rev. J. W. Marshall, vicar of Trinity Church, Birchfield, near Birmingham, Charles Julius, youngest son of the late Henry Brune, Esq., to Louisa Maria, youngest daughter of W. H. Whiting, Esq., late of the Ceylon Civil Service.

BULLER—SORTAIN.—On the 31st Aug., at St. George's, Hanover-square, by the Rev. R. Buller, rector of Lanreath, assisted by the Rev. Henry J. Buller, rector of West Parley Charles Reginald Buller, late of H.M.'s Civil Service, Ceylon, and now of Erle Hall, Plymouton, to Bridget Margaret Sortain, widow of the late Rev Joseph Sortain, of Brighton, and daughter of the late Sir Patrick Macgregor, Bart.

GREIG—RODGER.—On the 15th Sept., at 17, Newton-place, Glasgow, by the Rev. John Macduff, D.D., James Greig, of the Hong Kong and Shanghai Banking Corporation, to Mary Ann, youngest daughter of Alexander Rodger, Esq.

RODYK—HOGAN.—On the 20th July, at St. George's Church, Penang, by the Rev. Julian Moreton, M.A., Charles Williamson Rodyk, Esq., advocate and proctor of the Supreme Court, to Constance Elvira, second daughter of John Hogan, Esq., jun. No cards.

THOMPSON—POTTER.—On the 3rd Aug., at Penang, by the Rev. Julian Moreton, M.A., J. C. Thompson, Esq., Malakoff Estate Province, Wellesley, to Florence Julia Alice, only daughter of the late Henry Maurice Potter, Esq., of Calcutta.

WOODHOUSE—MANSELL.—On the 14th Sept., at St. Barnabas, Kensington, by the Rev. Dr. Francis Hessey, Thomas Walter Woodhouse, Esq., of 9, Elsham-road, Kensington (son of the late George Woodhouse, Esq., C.E.), to Fanny Lydia, third daughter of Joseph Mansell, Esq., of Addison-road, Kensington,

YOUNG—WOODHOUSE.—On the 8th Sept., at St. Barnabas, Kensington, by the Rev. Dr. Francis Hessey, vicar, Vans Christie, eldest son of the late W. O. Young, Esq., to Annie Webb, third daughter of the late George Woodhouse, Esq., C.E., of Addison-crescent, Kensington.

DEATHS.

CAMA—On the 30th Aug., at 16, Holland-villas-road, Kensington, Dossabhoy, infant son of D. D. Cama, Esq., aged six weeks.

CAW—On the 11th July at Manila, Oriana Pond, aged 14 months and 10 days, only child of Thomas Caw, Esq.

CORBETT—On the 22nd July, at Shanghai, William Smith Corbett, master of the steam tug *Bunker Hill*.

COWIE—On the 12th July, at Shanghai, of bronchitis, Hugh Fitz Roy, son of G. J. W. Cowie, Esq., aged seven months.

EAMES—On the 6th July, at Bangkok, Capt. W. Eames, one of the oldest foreign residents in that city.

GIBSON—On the 28th July, at Amoy, John Gibson, Esq., of H.M. Consular Service, aged 35.

HAMANN—On the 4th July, accidentally drowned, while boating in the Shanghai river, Mr. C. H. Hamann, of the firm of Messrs. Trautmann and Co., aged 24.

HOUGHTON—On the 31st Aug., at his residence, Highfield, Streatham, George Clarence Houghton, Esq., of Batavia, Java, and 2, Jeffreys-square, E.C., aged 53.

JOSS—On the 26th July, at Shanghai, Noel M. Joss, of the Imperial Maritime Customs Service.

MAJOR—On the 25th July, at Shanghai, Mr. John Major, aged 73.

MCDONALD—On the 15th August, at Mount Lavinia, James McDonald, Esq., of Dickoya, aged 42 years.

MILLS—On the 24th July, at Shanghai, Mr. E. C. Mills, aged 35.

MOORE—On the 23rd July, at Bangkok, of hydrophobia, James A. Moore, a citizen of the United States of America.

NASH—On the 22nd July, at Shanghai, of apoplexy, Charles Grindrod Nash, aged 33, paymaster of H.M.S. *Zebra*.

NEVILLE—On the 14th July, at his residence, on the Bluff, Yokohama, Robert Edward Neville, youngest son of Frederick Neville, Esq., of London, aged 27 years.

PRATT—On the 8th July, at Shanghai, Mr. G. S. Pratt, of the Imperial Customs, Hankow, aged 37 years.

SAUNDERS—On the 23rd July, at Shanghai, after one hour's illness, Capt. W. G. Saunders, of the barque *Charmian*.

WINCHURST—On the 15th July, at the General Hospital, Yokohama, Edwd. Charles Winchurst, Esq., late of Shanghai.

WRIGHT—On the 20th July, at Newchwang, Florence, the youngest daughter of W. Algernon Wright, Esq.

YONGHAUS—On the 12th Sept., at Royton, Lancashire, Emily, the beloved wife of Hermann Yonghaus, Esq., aged 27.

YOUNG—On the 11th August, at Galle, the beloved wife of R. B. Young, Esq., of the Survey Department.

Digitized by Google Original from CORNELL UNIVERSITY

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The applications for this Journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the LONDON AND CHINA EXPRESS in those countries. The subscription is $8 per annum.

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra

The London & China Telegraph.

LONDON, MONDAY, SEPT. 20.

MR. ROSS BROWNE ON BRITISH POLICY IN CHINA.

That Mr. ROSS BROWNE has emphatically denounced the BURLINGAME policy can no longer be denied. In our last issue we were enabled to publish the full text of his reply to the addresses of the residents at Shanghai; and its tenor affords the most complete confirmation of at least one item of news in the telegram that has formed the basis of such an animated controversy. Mr. BROWNE states that the allegation that the "new policy" means justice to China, and therefore progress, is "utterly unwarranted by facts." This is indeed emphatic. By this new policy, says Mr. BROWNE, we admit the right of any nation, however degraded, to enjoy the privileges and immunities of a civilised Power, while it persistently rejects the obligations imposed by the community of nations for the general welfare. In other words, we lend our influence to the maintenance of false and superstitious systems, and the degradation of our fellow-creatures. Nothing could be more forcible or more true. The despatch is a voluminous one, and we must be content with a few more short quotations. "Believing our civilisation to be superior to theirs, we should "endeavour to elevate the Chinese to our standard; but surely "that can never be done by an unqualified acceptance of "their claim to the independence enjoyed by Christian "States."—"I believe an unreserved recognition of the "right of an ignorant Pagan nation to do as it pleases, how-"ever retrogressive its action may be, or injurious to the "cause of human progress, to be not only impolitic, but "absolutely pernicious in its tendency. During the past "year, since it has become known that the Governments "of the United States and Great Britain have pledged "themselves unconditionally to this course, a greater "number of outrages have been perpetrated upon Foreigners "than during the previous eight years."—"It is simply "pandering to the bigotry and self-conceit of the Chinese "rulers to treat them under all circumstances, and with-"out any reservation, as independent and intelligent beings."—"The Imperial authorities are free enough in promising re-"dress, because they know the provincial officers are adroit "enough to evade it, and have but little regard for truth."—"Reference of all important questions back to the Home "Governments before a single gunboat can be used, and "where telegraphic communication is rigidly prohibited, is "simply to nullify, and bring into contempt, all diplomatic "power in China."—And here is something still more to the point:—"The policy of seeking refuge on board "of war vessels is both impracticable and humiliat-"ing. No community of Englishmen or Americans at "any of the treaty ports will desert their hard-earned "vantage-ground in the presence of danger. It is not a na-"tional characteristic of either to seek safety in flight. No "wonder the bare suggestion of an alternative so degrading "should be received here with incredulous amazement. There "is something in Anglo-Saxon blood that burns at such a "thought. The naval officer in command of a vessel, who "would see a defenceless community of merchants or mis-"sionaries beleagured by a host of semi-barbarians, and not "expend the last grain of powder in their defence, would "merit the contempt of all honourable men, and dismissal "from the service which he had disgraced. What American, "what Englishman, holding a commission, would not sacri-"fice it, should the folly or imbecility of his superiors assure "him of such a fate for doing his duty, rather than bear "thenceforth the brand of infamy upon his brow?" These last sentences are worthy to be written in letters of gold. A more withering, yet just, denunciation of the "folly and imbecility" (terms only too well deserved) of English policy in China, could not have been framed. Speaking of the BURLINGAME Mission, Mr. BROWNE says:—"It is quite clear "to my mind that it was not intended by the Chinese rulers "as a progressive movement. . . What the Imperial "authorities wanted, in reality, was to *arrest* progress . . "the astute mandarins had no idea of advancing; they "were chiefly concerned to know how they could prevent in-"novations."

Comment upon these remarkable utterances is almost needless. They express the honest convictions of a man of undoubted probity, of generous sympathies, and of long experience; whose estimable qualities have won him the sincere respect and admiration, not only of his fellow-citizens, but of Foreigners of all nationalities in China. Read, once more, the testimony of our own countrymen in Shanghai:—"We "believe you owe your recall to the persistent manner in "which you have continued to express views contrary to "those which your own Government have adopted at the in-"stigation of Mr. BURLINGAME. You have refused to remain "silent when you were convinced that your Government were "being misled; and you have taken up this disinterested "attitude from a sense of duty." It is useless to contend against such evidence as this. Mr. BROWNE'S words carry conviction with them, despite the puny efforts of Mr. BURLINGAME'S organs to throw discredit on them. When the combined folly and imbecility of Mr. GLADSTONE'S Cabinet shall have landed us in another China war, the value of these truths will then, too late, be recognised.

WE have to note a curious circumstance connected with the publication of Mr. ROSS BROWNE'S despatch. The telegram wherein its purport was foreshadowed raised quite a controversy in the columns of the daily papers, and many "leaders" were devoted to it. It was therefore to be expected that when the full text of the document was published it would have attracted a good deal of attention. But this was by no means the case. The day after it appeared in the *London and China Telegraph* it was noticed by the *Star* and the *Manchester Guardian*, but, as far as our knowledge goes, these are the only two journals that have thought it worth even a paragraph!

THE Philadelphia correspondent of *The Times* writes that Mr. ROSS BROWNE, by a telegram from San Francisco, contradicts the report that the Chinese Government contemplated rejecting the treaty concluded between the United States and China by the BURLINGAME Embassy. It is quite impossible that Mr. ROSS BROWNE, or any other Foreigner, can know what the Chinese Government "contemplate" doing, and most unlikely that Mr. BROWNE would pretend to such knowledge. Probably what he really telegraphed was, that the Chinese Government had not avowed to him any intention of repudiating the convention.

THE question whether the MIKADO is to be held liable for the balance of the Simonoseki indemnities due from the late SHIOGOON'S Government to England, France, America, and Holland, has been referred home by the Ministers of those countries to their respective Governments. Here is a dilemma for Mr. GLADSTONE. On the one hand, the pocket of the British tax-payer to be protected—on the other, a grand opportunity of extending to Japan the policy of conciliation and self-sacrifice applied to China. Probably some plan of joint action will be determined on. We cannot afford to be less generous than our allies.

THE movement in favour of importing Chinese labour into the Southern States still goes on, though the apprehensions with which the threatened influx is viewed in California are rather on the increase. It is argued that the immigration might easily reach half a million in one year, which would be equal to the entire population of the State; so that in a very few years the white inhabitants would be "buried under an Asiatic avalanche."

Digitized by Google

Original from CORNELL UNIVERSITY

LICENSED GAMBLING.

IT is rumoured that a proposition is likely to be brought forward for the introduction of the system of gambling licenses into Singapore, of course for the same reasons as those which induced its adoption in Hong Kong. Both for purposes of revenue, and for the promotion of good order and morality, we should be disposed to advocate a measure which would place gambling under the surveillance of the police. Our reasons for taking this view were put forth with sufficient explicitness when the system first came into operation in Hong Kong, and need not be repeated here; but it is to be feared that the ideas of the majority of our legislators are not sufficiently far advanced to admit of such a proposal being favourably regarded by the House of Commons. Public opinion however, shows a growing tendency to discard these old-world notions, based on a false delicacy that would rather ignore vice than recognise its existence with a view to impose such restrictions as are expedient for moral and sanitary purposes. What cannot be cured must be endured; but many incurable evils admit of being rendered more endurable by some modification, which cannot be applied without legal recognition. There was at first a great outcry against the "Contagious Diseases Act," although it involved but a partial recognition of the evil it was directed against, and its operation was restricted to certain seaports and garrison towns; but its action has proved so unmistakably beneficial that already there is a movement on foot for its extension to all large towns. We tax, for purposes of revenue, some necessaries of life, most luxuries, and (in the shape of fines) even some crimes—or at least, those minor breaches of the law known as misdemeanours. Why not tax men's vices too? Practically, the thing is done here, in England, already. Drunkenness is as much a vice as gambling—twin vices we might call them in fact, for the one so constantly leads to the other that they too often go hand in hand. The gin-palace and the beer-shop are the centres of drunkenness, and consequently of crime; yet here, in civilised England, where any allusion to a licensed gaming-table is received with a shudder of outraged morality, we have an organised system of licensing these "drunkeries," as Mr. Alderman LUSK, with more force than elegance, lately termed them. But then there is such a wide difference between the two cases. The big brewers and distillers are a powerful force in the House of Commons, and their interests must be taken care of; whereas, who would benefit by extending the system applied to public houses here to gaming-tables in an Eastern colony? Nobody of any importance; only the colonists! We presume the question will claim attention from the Straits Settlements Association at no distant date.

"ABOVE all, gentlemen," said a great general, "let us have no zeal." In other words,—Perform your functions with the regularity and precision of a well-oiled machine, but never deviate, by a hair's breadth even, from the prescribed path of duty. Yours is not the brain to originate, but only the hand to execute. This is the condition to which the Consular service in China is now reduced. Consul GIBSON took a higher view of the meaning of duty, and has fallen a victim to his well meant but unappreciated zeal. There is a sort of melancholy satisfaction in learning that he lived long enough to find his conduct fully approved by Sir RUTHERFORD ALCOCK, and the latter deserves all praise for his manly course in awarding his personal approbation in the teeth of the persistent scoldings of the Foreign-office. But it is a sad story altogether, and "*point de zèle*" is the lesson it too plainly inculcates.

It is stated that the principal object of the despatches lately received by Mr. BURLINGAME from Prince KUNG was to request him to intercede with the United States in favour of the thousands of Chinese in Peru, who are most brutally treated both in the mines and at the guano "diggings." That Mr. BURLINGAME will at once comply with this request we cannot doubt, and it is to be hoped that his intercession will be successful; but the Chinese Government can hardly look for any very vigorous action on the part of the United States unless they are prepared to give full effect to the engagements made by Mr. BURLINGAME on their behalf with that Power. The treatment of Chinese coolies in Peru is certainly a disgrace to humanity.

THE SUEZ CANAL.

WHATEVER uncertainty may exist as to the time when the Suez Canal will be completed to its full depth throughout, there is an evident determination that the inaugural ceremony shall come off, with all possible *éclat*, on the appointed day. The VICEROY has issued his official invitations to that effect, and they include a large number of celebrities, political, literary, and artistic. The circular note conveying the invitation informs those to whom it is addressed that railway passes will be presented to them, and cabins secured for them on board the steamers of the Messageries Imperiales or the P. and O. Company, according to their wishes. The hospitalities offered include a trip to Upper Egypt for those who choose to avail themselves of it, and the arrangements are altogether on a scale of generous profusion.

The Canal Company has just issued the regulations for the navigation of the Isthmus. All vessels will be allowed to pass through which have not more than $7\frac{1}{2}$ metres draught ($24\frac{3}{4}$ feet). Steamers can navigate the Canal without assistance, but sailing vessels over fifty tons must employ one of the company's tow-boats. The maximum rate of speed is fixed at about six knots, per hour. At this rate the Isthmus will be crossed in fifteen to eighteen hours, time occupied in entering and leaving the Canal not included. Every ship of more than one hundred tons is required to take one of the company's pilots, whose duty it will be to give all the necessary instructions relative to the navigation of the Canal, but the pilot takes no responsibility as regards the conduct or management of the vessel; this remains with the captain. An extraordinary regulation is made respecting anchors or anything else that may fall overboard in the Canal; the crew is not to be allowed to fish anything up, but the captain must leave instructions with the pilot, who will transmit them to the proper officers of the company, who will make the salvage—when the ship is on its way to India or China, perhaps. What can be the object of such a bit of red tape as this? Of course great care will have to be taken of the bottom and sides of the Canal; but surely the pilot's presence would protect the company's interest in this particular. The following are the dues fixed by the company:—Transit fee from one sea to the other, 10 francs per ton, and the same for each passenger on board; towage, 2f. per ton. Port fees at Port Saïd, Ismaïla, or Suez, after the first twelve hours, 5 centimes per ton per diem; maximum time allowed in either port, twenty days. The charge for the pilot is fixed according to the draught of the ship, an 800 ton ship, drawing eighteen feet water, would have to pay £18 for pilotage; but vessels which are towed are allowed a discount of 25 per cent. on the amount of the pilotage. All these charges, excepting that on the passengers, would amount in the case of a vessel of 800 tons to about £400.

WE regret to have to record the loss of the *Carnatic*, a fine P. and O. steamer of about 1,800 tons and 400-horse power, on the Island of Shadwan, in the Gulf of Suez. It occurred on Monday, the 13th inst. She had a general cargo, about £40,000 in specie, and the Bombay Mails, all of which went down in the ship; of thirty-seven passengers, five were lost, and of the crew, nine Europeans and fifteen natives are missing. The steamer, we are sorry to say, will be in a double sense a loss to the company, as they are their own insurers; it is however well-known that their "underwriting account" is a paying affair. The cargo and specie are insured in London and Liverpool, and it is thought the latter may be recovered. The Mails, it is to be feared, are entirely lost, and we believe this is the first time such a thing has happened to the P. and O. Company. While all will sympathise with the sufferers by this calamity, it will none the less be a relief to our readers to find that it has befallen a Bombay, not a China Mail.

MAJOR CHAMPAIN, R.E., left Marseilles by the last P. and O. steamer, accompanied by Mr. LATIMER CLARK and a staff of electricians, for the purpose of laying the second Persian Gulf Cable, which is expected to be completed in November. There will then be two complete and independent lines of telegraph the whole distance from London to Calcutta.

WE are able to confirm the announcement recently made as to the approaching marriage of the Rajah of SARAWAK. The event will take place next month, and the RAJAH will proceed to Sarawak in the spring.

Digitized by Google
Original from CORNELL UNIVERSITY

WE have already expressed our profound disgust with the conduct of the French mercenaries who promoted the seditious designs of ENNOMOTO, the Japanese rebel, and basely deserted him in the hour of need. It seems the MIKADO's Government consider themselves entitled to demand reparation from France—whose accredited representative in Japan connived at the filibustering exploit—for the loss of life and property resulting from it, and that they intend to prefer a claim for five millions of dollars. Clearly the Japanese have as good a right to demand compensation from France for the injury inflicted on them by M. BRUNET and his companions-in-arms, as the French have to require the MIKADO to make good the loss they sustained by Prince CHOSIU's indiscretion at Simonoseki; and we hope they may get it.

THE question whether a transition period is not simultaneously commencing both in the tea and opium trades affords food for speculation. The cultivation of tea in British India is now an assured success, and, the labour difficulty once solved, there need be no appreciable limit to its expansion. This is the first step towards making us independent of China for our supplies of tea; while, curiously enough, the Chinese are at the same time endeavouring, by a widely-extended cultivation of the poppy in their own country, to become independent of India for their consumption of opium. At present there is no appearance of any falling off in the shipments of China tea, while, on the other hand, a marked decrease is already visible in the sales of opium at the open ports; so far, therefore, the Chinese seem to have the best of it.

SOME remarks that fell from Governor ORD at a late meeting of the Council in Singapore, relative to the steam yacht ordered to be built in this country for his Excellency's use, are calculated to excite renewed apprehensions in the minds of those interested in promoting economy in the Straits administration. We are fortunately in a position to allay any such feeling of uneasiness by stating, on good authority, that the building of the steamer has not even been commenced; and further, that the accounts sent home by Sir HARRY ORD are being subjected to a most searching examination, with the view of restraining expenditure on objects not calculated to promote the general welfare of the colony.

OUR readers are already aware that an Act was passed last Session authorising the severance of the Straits Settlements from the Episcopal See of Calcutta. We understand it has been decided to attach them to the Diocese of Labuan, so that in future Bishop CHAMBERS will have ecclesiastical jurisdiction over the Straits. The change is likely to meet with general approval.

CHIEF JUSTICE SMALE arrived by the last mail from Hong Kong on leave of absence. His name was not announced amongst the list of passengers. We understand that Mr. Pauncefote, the Attorney-General, takes the bench, and Mr. Pollard acts as attorney-general *ad interim*.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, SEPT. 7.)

CHINA.

SHANGHAI, AUG. 15.—Gray Shirtings, 6¼ catties, 8¼ lb., $2.18. Cotton: Shanghai, 16½ taels. Tea firmer. Silk, active, but unchanged; settlements since departure of the last mail, 3,300 bales. Export to date (China and Japan), from commencement of season, 17,000 bales. Exchange on London: Bank bills, six months' sight, 5s. 10¼d. Freights: Tea, £2.

HONG KONG, AUG. 19.—Gray Shirtings, 6¼ catties, 8¼ lb., $2.80. Watertwist, 16-24, $1.36. Cotton: Bengal, fair medium, $17½. Tea: Canton, active and advancing; total export (China and Japan), 63,000,000lb. Exchange on London: Bank bills, six months' sight, 4s. 5½d.

SINGAPORE.

SINGAPORE, AUGUST 26.—Gray Shirtings, 8¼ lbs., $2.95; No. 40 Mule Twist, $147.50. Cambrics, $33. Gambier, $3.20. Black Pepper, $6.90; White, $10.20. Sago Flour, $2.70. Tin, $32.50. Coffee, unchanged. Arrivals from London, Luzon and York. Exchange, 4s. 5d.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

Monetary and Commercial.

According to our last advices from Japan, the threatened increase in the duties on tea and silk was not expected to be carried into effect. On the other hand, we understand that a telegram has been received by the United States Government, stating positively that the increased duties will be levied from and after the 1st of January next. It is said that the rise in the duty on silk will vary from two and a half to fifteen per cent., according to the quality; on tea it will be only about one-half per cent.

The directors of the Agra Bank (Limited) have declared an *ad interim* dividend for the six months ending 30th June last, on the paid-up capital of the undertaking at the rate of 7 per cent per annum, payable on and after the 1st October next, before which date the usual warrants will be issued to the shareholders.

The creditors of Overend, Gurney, and Co. (Limited) have received the last instalment on their debts, completing 20s. in the pound. There now remains nothing to be settled with them excepting the interest (for the delayed instalments), the receipt of which the creditors, on the recommendation of Mr. Charles Oppenheim, have agreed to postpone until the 30th of June next.

The tenders for £325,000 in bills on India were received on the 15th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £315,900, and to Madras, £9,100. The *minimum* price was fixed, as before, at 1s. 11d. on both presidencies, and tenders on the above presidencies at 1s. 11⅜d. will receive about 15 per cent.; those above in full. These results show a diminution in the demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 18th inst., was in gold, to Galle, £120; to Bombay, £27,600; to Madras, £1,271; in silver, to Bombay, £19,300; to Calcutta, £30,000; to Hong Kong, £24,729; to Shanghai, £640; total in gold, £28,991; in silver, £74,669.

The following letter, which has been addressed to the Editor of *The Times*, contains a singular and important announcement with reference to the mode of levying Customs' duties upon tea and other articles at New York:—

"3, Lombard-street, London, E.C., Sept. 6.

"SIR,—In July last we shipped, per steamer *Bellona*, to New York, on behalf of a constituent, 216 half-chests of tea, consigned to one of the first mercantile houses. The duty payable on tea from this country is 10 per cent. *ad valorem*, in addition to 25 cents per lb. the ordinary duty on direct importations from China. But the Custom-house authorities at New York have been instructed to demand that the invoice be made up with the English duty of 6d. per pound added to the cost. This is an entirely new provision, and, as has been officially explained to our correspondents, 'grows out of a recent importation of malt from Canada into Chicago, the authorities in Washington having decided that such malt should have been invoiced at the market price out of bond.' Not only, however, is the 10 per cent. on the English duty now claimed, but a penalty of 20 per cent. upon the whole importation has been imposed. Our friends were about to represent to the department the injustice of their proceedings, but they appear to doubt whether their representation will have any effect. We think it well to make the facts known, as we suppose that the levying of Customs' duty upon the duty leviable in another country is without precedent. The tea in question did not, of course, pay English duty here, having been exported in bond.—We are, Sir, your most obedient servants,

"MATHESON AND Co."

Messrs. J. C. Sillar and Co.'s Circular, dated the 8th inst., contains the following allusion to an error committed in returning the stocks of Tea:—

In writing our Tea report we cannot pass over without remark the extraordinary statement made by our fellow brokers as represented by the Tea Brokers' Association, viz., that five thousand tons of Congou Tea have been discovered in the East and West India Dock Warehouse, of which no entries have ever been made, and no notice previously ever been taken. Disgraceful as this transaction may be, had it been the first time such a thing had occurred we should have been inclined to have treated the matter leniently; but as the same thing has so frequently happened before, we cannot allow it to pass unchallenged and without protest. About three years ago the stock of Tea was found to be 15,000,000 lbs. heavier than that stated by the principal brokers, a large proportion of this being Congou. The year following an error of 6,000,000 to 7,000,000 lbs. was discovered; of this 4,000,000 lbs. was Congou, and 1,000,000 lbs. Green Tea. In 1867 there was an error of 1,500,000 lbs., of which 500,000 lbs. was Green Tea, and now we find another error of 5,000,000 lbs. in the stock of Congou, the equivalent of the total cargoes of five vessels of a thousand tons each. We sincerely hope that ere long the suggestions may be carried out of obtaining the actual weights of each description of Tea remaining in the bonded warehouses, with the actual weight of each kind imported and delivered every month. The power of procuring this rests, as we have before stated, with the Tea Brokers' Association, and until such time as this information is procured, and incorrect statistics in Tea have become a thing of the past (as we soon hope to see the other evils of the trade, viz., the false weights rendered to the importer, and the unjustifiable deductions from the purchase money), we have little hope of witnessing a better state of things in this trade.

Digitized by Google
Original from CORNELL UNIVERSITY

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
Aug31	Deutschland	Ziemann	Rangoon	Falmouth
— 31	Alpha	Neilsen	Singapore	Liverpool
Sep 1	Lesbia	—	Rangoon	Do.
Aug28	Eunomia	Gronow	Colombo	Off Scilly
Sep. 2	Catherina	Fokkes	Maulmain	Deal
— 1	Haamstede	Geerling	Batavia, for Rotrdm.	Plymouth
Aug31	Nieuwe Waterweg II.	Zwart	Java, for Amsterdam.	Off Folkestone*
— 30	Carmelita and Ida	Jensen	Saigon, for Bremen	Off Beachy Head
— 31	Frederik Petersen	—	Rangoon, for Hambrg	Do.
Sep. 2	Carl August	Afterdinger	Bangkok	Off Falmouth
Aug3	Centaur	—	Rangoon, for Liverpl.	Off Dunmore East
Sep. 3	Ilmari	Riska	Penang	London
Aug31	Oceaan	—	Batavia for Amstdm.	Off theEddystone
— 30	Ulva	Reed	Penang	Off the Lizard
Sep. 6	Nonpareil	Noe	Saigon	Havre
— 2	Amoor	Duncan	Do., for Bremen.	Off Dover
Aug31	Milton	Smith	Philippines	Crookhaven
— 19	Bengal	West	Manila	New York
— 20	John Norman	Gardiner	Yokohama	Do.†
Sep. 4	Sir Henry Havelock	Pickthall	Manila	Deal
— 3	Blair Athol	Pearson	Rangn., for Schiedam	Falmouth
— 3	Stormy Petrel	Thirkell	Do.	Do.
— 4	Johanna Mathilda	Lohse	Saigon, for Bremen	Do.
— 4	Contest	Gadd	Bangkok	Do.
— 4	Trowbridge	Thurtell	Rangoon	Do.
— 3	Nicholas Witsen	Groot	Batavia, for Amstdm.	Do.
Aug23	Mary	Townsend	Hong Kong	San Francisco
Sep. 6	Nestor (s s.)	Drenning	China, Singapore, &c.	London
— 6	Royal Minstrel	Collier	Colombo	Do.
— 6	St. Vincent	Roe	Rangoon	Do.
— 4	Sarepta	Greig	Colombo, for Havre	Plymouth
— 3	Henriette	Olsen	Rangoon	Falmouth
— 4	Orion	Soost	Maulmain	Do.
— 4	St. John	Bursley	Do.	Do.
— 3	Albert Edward	Smith	Rangoon	Crookhaven
Aug24	Akbar	Crocker	Hong Kong	San Francisco
Sep. 6	Teviot	—	Colombo	London
— 6	Sarah Scott	Rupes	Manila	Deal
— 6	Sterling	Kelly	Bassein	Do.
— 6	Ellenborough	Robb	Ceylon	Do.
— 6	Oribe	Cactzer	Do.	Do.
— 6	Ilione	Rapson	Penang	Do.
— 6	Helen Denny	Lynch	Rangoon	Do.
— 6	Beatrice	Ray	Do.	Do.
— 7	Sattara	Thomas	Colombo	London
— 3	Ocean Empress	—	Saigon, for Rotterdm.	Off Scilly
— 4	Patrician	—	Rangoon	Kinsale
— 5	Elshout	Akkerman	Batavia, for Amstdm.	Off Dungeness
— 3	Gefle	—	Sourabaya	Off Falmouth
— 4	Grondwet	Kamminaga	Batavia	Zierikzee
Aug31	Salvadora	Urrutia	Zebu	Santander
Sep. 7	Gesina Maria	—	Tjilatjap, for Amstdm	Deal
— 6	Laurence Brown	Janvrin	Bassein	Falmouth
— 7	Lochnagar	Neill	Rangoon	Do.
— 7	Wemyss Castle	—	Singapore	Liverpool
— 5	Leonardo da Vinci	Zanelli	Akyab	Queenstown
—	Cashmere	—	Moulmain	Do
—	Canada Belle	—	Akyab	Do.
—	Alice Tainter	—	Bassein	Off do.
— 7	Queen of the West	King	Colombo	London
— 6	Garibaldi	Lebœuf	Rangoon, for Bremen	Deal
— 6	Hudiksvall	Dyberg	Do.	Plymouth
— 7	Lily of Devon	Luxton	Ilo Ilo	Do.
—	Neuhoff	—	Rangoon	Falmouth
— 7	Yedo	Ehbaut	Saigon	Do.
— 7	Cissy	Spencer	Manila	Do.
Aug19	Flora	Laca	Do.	Havana
Sep. 8	New Brunswick	—	Rangoon	Deal
— 8	Alexandra	—	Colombo	Do.
— 7	Analyst	—	Akyab	Falmouth
— 8	Velocity	Emmerson	Bassein	Do.
— 8	Walsgriff	Mathias	Do.	Do.
— 7	Ribbleton	—	Singapore	Liverpool
— 7	Hippolyta	—	Rangoon	Do
—	Georgiana	—	Do	Queenstown
— 7	Corneille David	Harms	Akyab	Flushing
— 2	Ercilla	Vicente	Manila	Cadiz
— 8	Appelina	—	Saigon	Falmouth
— 8	Atlas	Harrison	Rangoon	Falmouth
— 6	Nicholas Witzen	De Groot	Batavia	Texel
— 9	Dunkeld	Follett	Rangoon	Liverpool
— 14	Sarawak	Brown	Moulmain	Do.
— 10	Derwent	Gadd	Colombo	Deal
— 7	Vyf Vrienden	Ferney	Batavia	Brouwershaven
— 7	Corn. Mathilda	Houtkoper	Banjoewangie	Do.
— 9	Egmont and Hoorn	Desmet	Akyab	Flushing
— 11	Marengo	Nicoll	Colombo	London†
— 8	Campidoglio	Asse	Rangoon	Bordeaux
— 8	Undine	Nickelsen	Do	Cuxhaven
— 9	Drie Gezusters	Fischer	Batavia	Texel
— 9	Auguste	Tubergen	Samarang	Do.
— 9	Mentana	Lebedec	Akyab	St. Nazaire
Aug30	Peter	Leinan	Singapore	Philadelphia
Sep.11	Albert Edward	Mackiney	Rangoon	London
— 11	Therese	Wiebes	Maulmain	Off Motherbank
— 9	Admiral	Muller	Rangoon	Copenhagen
— 8	Mani Barabino	Rinesi	Bassein	Bremerhaven
— 11	Wenona	Davis	Akyab	Do
— 11	Betty	Chevalier	Tjilatjap	Texel
— 11	Gertrude	Dewar	Saigon	Brouwershaven
— 15	Parsee	Ferguson	Colombo	London
— 14	St James	Hatfield	Akyab	Falmouth
— 13	Guipuzcoano	Giraud	Do.	Bordeaux
— 14	Barend	Nagel	Rangoon	Falmouth
— 14	Peter Dickson	Gadda	Akyab, for Rotrdm.	Do.
— 16	Achilles (str.)	Russell	Foochow & Hg. Kong.	London
— 15	Georgiana	Fowler	Rangoon	Deal
— 16	Boyne	Morice	Colombo, &c.	Do.
—	Breamer (?)	Bernard	Batavia	Gironde
— 11	Nina Barabino	Torre	Bassein	Bremerhaven
— 16	Corea	Thom	Penang	Deal
— 17	Amber Witch	De la Perelle	Swatow	London
— 17	Siberia	Peirce	Singapore	Do.
—	Noranside	—	Rangoon	Waterford
—	Dorothea	Kohlhoff	Bangkok	Gironde
— 16	Milton	Smith	Ilo Ilo	London

* Not as before reported. † With damage.

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Aug28	Jacob Rothenburg	Wilde	Shanghai	Cardiff
— 28	Ferdinand	Meyer	Hong Kong	Do.
— 31	Picard	Girault	Singapore	Do.
— 23	Mary Tatham	Tallack	Do.	Penarth
Sept. 2	Corsair	Miller	Hiogo & Yokohama	London
—	Batavia	—	Batavia	Rotterdam
Aug28	Gravenhage	Alberts	Java	Off Dungeness
Sept. 3	Cleta	Middleton	Hong Kong	London
— 3	Carrick Castle	Peters	Shanghai	Do.
— 3	Antipodes	Dobson	Singapore	Do.
Aug25	Freya	—	Galle	Shields
— 18	Haze	Forsyth	Hong Kong	San Francisco
— 23	Portlaw	Curtis	Singapore	Do.
— 23	Olivia Davis	Shourds	Manila	Do.
Sept. 4	Loch Ken	Currie	Singapore	Glasgow
—	Rotterdam	Jansen	Java	Rotterdam
Aug26	Sacramento	Gardner	Batavia	San Francisco
Sep. 8	Insula Caprie	Andersen	Galle	Cardiff
Aug28	Geo. Green	Kirby	Singapore	Penarth
Sep. 9	Bosworth	Waters	Batavia	Sunderland
— 15	Britomart	Rees	Colombo	London
— 15	Undine	Scott	Shanghai	Do.
— 15	Belle of Southesk	Stronach	Singapore	Do.
— 15	Velocity	Wollan	Yokohama	Do.
— 16	Carnarvonshire	Davies	Shanghai	Do.
— 13	St. Dunstan	Wilcox	Yokohama	Glasgow

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Hiogo and Osaka: Royal Minstrel. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka. For Shanghai: The Sir Jamestjee Family. For Hong Kong: Isles of the South, Queen of the Age, Everest, Norman Court, Ellenborough, Tonbridge. For Singapore: Henry Grenfell, Sir Henry Havelock. For Penang: Alvington, Buston Vale. For Singapore and Penang: King Harold. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Spirit of the North, Teviot, Derwent, Warrior, Boyne. For Colombo, &c.: Queen of the West.

At LIVERPOOL.—For Yokohama: Caractacus, Haddington. For Shanghai: Bolivia. For Singapore: Banda, Clifton. For Manila: Maria, Loyola. For Batavia and Sourabaya: Maranon.

At GLASGOW.—For Manila and Ilo Ilo: Feliz. For Batavia and Sourabaya: County of Bute. For Singapore and Penang: Bangkok (str.).

SPOKEN.

BREEZE (ship), Colombo to London, Aug. 19, 50 N., 12 W.
ELLERAY, Liverpool to Japan, July 23, 14 N., 25 W.
DASHER (Amer. barq.), Japan to New York, July 5, 36 miles N.N.W. of St. Helena.
BELLATRIX, Bangkok to London, Aug. 15, 47 N., 14 W.
JOAN CUNLLO (barq.), Cardiff to Shanghai, July 2, 8 N., 25 W.
AKA BAKA (?), Siam to Falmouth, 172 days out, Aug. 24, 49 N., 8 W.
VANCOUVER, Cardiff to Galle, July 15, 15 N., 25 W.
ANN LUCY, Colombo to London, June 11, 30 S., 34 E.
YOKOHAMA, Yokohama to New York, June 30, 16 S., 49 W.
HEBE, Rotterdam to Sourabaya, July 22, 13 N., 25 W.
MARIA ROSA, (Port. bq.), Macao to Marseilles, 45 days out, 31 S., 35 E.
CORNELIA MATHILDA, Bali to Rotterdam, July 22, 12 N., 26 W.
INDIA, Rotterdam to Batavia, July 15, 14 N., 26 W.
HAMPTON COURT, London to Bangkok, July 17, 14 N., 26 W.
COLOMBO, Sumatra to Havre, June 9, 29 S., 37 W.
1st d.p. 0247 (Dut. bq.), Cochin China to Bremen, Aug. 13, 47 N., 16 W.
CHARIOT OF FAME, Cardiff to Hong Kong, July 17, 28 S., 21 W.
ANITA, Cardiff to Shanghai, June 30, 6 N., 26 W.
PATRIARCH SAMHIRI, Newcastle to Batavia, July 1, 3 N., 25 W.
EASTERN CHIEF, London to Nagasaki, July 6, 6 N., 25 W.
EASTWARD HO! Singapore to London, June 17, 22 S., 2 E.
LUCTOR AND HECTOR, Amsterdam to Batavia, July 17, 11 N., 25 W.
GRAAFSTROOM, Rotterdam to Batavia, July 17, 11 N., 25 W.
INSULINDE, Amsterdam to Batavia, July 3, 9 S., 31 W.
NOACH II., Rotterdam to Batavia, July 15, 13 N., 26 W.
ERASMUS, Rotterdam to Batavia, July 15, 34 N., 17 W.
AUGUSTE, Batavia to Rotterdam, July 28, 18 N., 30 W.
DOESBORGH, Amsterdam to Samarang, July 20, 9 N., 25 W.
OLEANO, Japan to New York, June 13, 35 S., 19 E.
NAUPHANTE, Bangkok to Falmouth, June 23, 15 S., 7 W.
TITANIA (ship), Shgai. to London, July 15, Anjer Lighthouse N. E. 6 miles.
ORIOLE, Sourabaya to Amsterdam, July 22, 30 N., 40 W.
ÆOLUS (Dutch), Rotterdam to Java, July 11, 15 N., 26 W.
AGOSTINO, Colombo to London, Aug. 5, 43 N., 29 W.
PETER (Hamb. schooner), Singapore to New York, June 11, 32 S., 37 E.
PETCHELEE (barque), Liverpool to Hong Kong, July 12, 1 N., 25 W.
ESTRELLA, (Spanish barque), Manila to Liverpool, June 23, 11 S., 11 W
MARIA Y DOLORES, Cadiz to Manila, June 11, 31 S., 15 W.
GIDEON (American), Japan to New York, June 9, 30 S., 36 E.
JOHN WATT, Cardiff to Japan, July 3, 5 N., 24 W.
SHANTUNG, Cardiff to Japan, July 4, 7 N., 24 W.
L. B. (French barque), Havre to Japan, July 28, 16 N., 28 W.
PACTOLUS, London to Singapore, July 21, 30 N., 4 W.
SUSANNA, for Batavia, July 15, 12 N., 25 W.
CATRINA MARIA, Falmouth to Batavia, July 2, 10 S., 32 W.
LEW CHEW, Sunderland to Hong Kong, July 14.
BETSY AMES (?), Hong Kong to Charleston, 160 days out.
FLORA BLANCA, Cadiz to Manila, July 17, 13 N., 26 W.
COUNTY OF ARGYLE, Clyde to Batavia, July 22, 14 N., 25 W.
SULEY (?), Clyde to Batavia, July 24, 14 N., 29 W.
JOANNE MARIE, London to Japan, July 30, 11 N., 25 W.
PLINTEN (?), Galle to Deal, July 24
An English vessel, No. 1,737, red flag with white border, Sourabaya to Rotterdam, Aug. 6, 45 N., 30 W.
1st d.p., No. 0613 (Eng. vessel), Srbya. to Rttrdm., Aug. 8, 46 N., 29 W.

Digitized by Google
Original from CORNELL UNIVERSITY

ELDORADO, Bordeaux to Batavia, June 18, 26 S., 38 W.
RHODA, Rotterdam to Java, 48 N., 14 W.
WAALSTROOM, Amsterdam to Padang, July 15, 9 N., 24 W.
JAN V. BRAKEL, Padang to Nieuwe Deep, July 7, 31 S., 33 E.
JAS. SPROTT, Zebu to Liverpool, July 29, 32 S., 15 E.
HANNA JOHANNA, Rotterdam to Singapore, Aug. 2, 13 N., 26 W.
VISTULA (Russ. ship), for Hong Kong, Aug. 28, 48 N., 12 W.
VYFVRIENDEN (Dutch bq.), Batavia to Rotdm., Aug. 19, 45 N., 22 W.
BETTY, Java to Amsterdam, Aug. 16, 41 N., 28 W.
NORHAM CASTLE (ship), Clyde to Singapore, July 23. 14 N., 27 W.
MONTEAGLE, Amsterdam to Batavia, 27 days out, July 18, 10 S., lon. 23.
HEBE (ship), Rotterdam to Samarang, July 23, 12 N., 24 W.
SAXONIAN (?),Ceylon to London, July 26, 26 S., 5 E.
MAID OF ORLEANS, Batavia to Falmouth, June 3, 28 S., 36 E.
NEREUS, Saigon to Falmouth, July 4, 35 S., 24 E.
SANDERSON, Bangkok to Liverpool, July 7, 35 S., 25 E.
ALLEGONDA JACOBA, Batavia to Rotterdam, July 21, 35 S., 19 E.
VISCOUNT HARDINGE, Padang to Amsterdam, July 30.
BLUNDELL (str.) (?), Liverpool to China, July 13, 34 S., 29 E.
W. H. HASELDEN, Colombo to London, July 9, 28 S., 40 E.
HERBERT HUNTINGTON (bq.), Singapore to London, July 9, 31 S., 33 E.
SUSANNA, Rotterdam to Batavia, July 15, 12 N., 25 W.
HENRI IV., Callao to Amoy, June 6, 10 N., 130 E.
MARY TATHAM, Cardiff to Singapore, 48 N., 9 W.
MIAKO, London to Japan, July 14, 27 S., 25 W.
No. 3,267 (barq.), Amsterdam to Batavia, July 13, 29 S., 29 W.
HAMPTON COURT (barq.), London to Bangkok, July 27, 1 S., 27 W.
VOORLICHTER, Rotterdam to Batavia, July 22, 15 N., 35 W.
DARTMOUTH (ship), London to Shanghai, Aug. 29, 49 N., 9 W.
ILEX (Norw. barq.), Newcastle to Ceylon, Sept. 3, 47 N., 9 W.
ISABELLA, Philippine Isles to Queenstown, June 26, 23 S., 6 E.
YMUIDEN (Dut. bq.), Amsterdam to Batavia, Aug. 29, 46 N., 9 W.
SAMPAN, London to Japan, July 31, 13 N., 25 W.
PANAMA, Liverpool to Hong Kong, July 27, 9 N., 27 W.
H. V. R. P. (Eng.), Bangkok to Falmouth, July 7, 18 S., 3 W.
NANTES, Nantes to Yokohama, July 29, 14 N., 28 W.
SOPHIE, London to Hong Kong, Sept. 2, 45 N., 11 W.
ELIZA SHAW, Shanghai to London.
FONGET (?) (Fr. ship), Batavia to Marseilles, July 19, 38 N., 32 W.
An Austrian barque, Cardiff to Manila, 56 days out.
HENRIETTA GERARDINA, Rotterdam to Batavia, Aug. 11, 15 N., 26 W.
ANNA JOHANNA, Rotterdam to Singapore, Aug. 6, 11 N., 26 W.
NEPTUNUS (Dutch bq.), Rotterdam to Batavia, July 13, 8 N., 36 W.
FLATWORTH, Penang to London, Aug. 15, 1 S., 22 W.
DOMINICK DALY, Colombo to London, Aug. 22, 14 N., 24 W.
SYPHEX (Dut. bq.), Bat. to Amsterdam, 54 days out, July 19, 34 S., 23 E.
ANDREAS, Bangkok to Falmouth, July 29, 25 S., 5 E.
DUKE OF NORTHUMBERLAND, Swansea to Galle, Aug. 22, 15 N., 26 W.
THERMOPYLÆ (ship), Foochow to London, July 27, in Gaspar Straits.
LEANDER (ship), Aug. 1, 120 miles W. of Java Head.
G. F. VORWERK, Hamburg to Singapore, May 10, 10 N., 26 W.
MOUNT STUART ELPHINSTONE, London to Japan, July 6, 31 S., 100 E.
CITY OF AGRA, Liverpool to Shanghai, 9 N., 27 W.
BRAVE, Cardiff to Japan, Aug. 29, 49 N., 11 W.
LOUDON CASTLE, London to Shanghai, Aug. 10, 38 N., 15 W.
DRACHE, Cardiff to Singapore, July 28, 14 N., 25 W.
ARACAN (ship), Liverpool to Shanghai, July 14, 2 N., 23 W.
ALBLASSERDAM, (Dutch barq.), Rotterdam to Batavia, July 26, 17 N., 26 W.
SINDBAD, Amsterdam to Batavia, July 23, 13 N., 27 W.
MARIA AND SARAH, Rotterdam to Batavia, July 23, 13 N., 27 W.

FREIGHTS AND CHARTERS.

We can report no improvement in outward freights; the arrivals from the East have been very numerous, and all the berths are well supplied. In coal freights no change has taken place, and rates rule as last quoted.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £34. For Singapore: £25. For Batavia: £17. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 4s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of 336 tons stores to Hong Kong, and 126 tons stores to Ceylon; also from London to Colombo of about 4 officers (including 2 medical officers), 1 staff sergeant, 1 staff sergeant's wife, 157 men, 1 woman, and 3 children (one under a year old); to Singapore of about 4 officers, 2 ladies, 2 children, 2 sergeants, 87 men, 8 women, and 5 children; to Hong Kong about 2 officers (including a medical officer), 1 staff sergeant's wife, 1 staff sergeant's child, 44 men, 10 women, and 9 children (one under a year old); also of sundry small stores to Colombo.

CASUALTIES.

Advices from Capetown, dated August 4, state that the Nereus, den Broeder, from Saigon to Falmouth, put into Simon's Bay, July 25, with loss of foretopmast, jibboom, bulwarks, sails, &c., having experienced severe weather on the coast, June 18; she had thrown 700 bags of rice overboard.

The Gustav, Schulte, from Hamburg to Shanghai, put into Table Bay, July 29, to repair rudder.

The General Wyndham (Off. No. 33,155) (ship), Croot, from Java to Amsterdam, was abandoned, July 4, in lat. 33 S., lon. 29 E.; crew landed at St. Helena by the St. James.

The Chaturanga, Hardy, from Singapore to New York, put in to St. Helena August 6 with loss of bulwarks, and maintopsailyard and mainyard sprung, having experienced heavy weather off Cape of Good Hope, and sailed 11 for her destination, after repairing.

The Selim (barque), of Leith (Off. No. 54,510), Dick, from Singapore to New York, was destroyed by fire June 5, in lat. 7 S., lon. 104 E.; master and crew landed at St. Helena by the Nederland, van Breen, from Saigon to Falmouth.

The Columba, Ritchie, from Sourabaya to Amsterdam, which arrived at St. Helena Aug. 3, had experienced very heavy gales from the 1st to the 20th July, and had boats stove, and part of bulwarks carried away.

The A Lloret, Gonzalez, from Manila to London, which put into St. Thomas' Aug. 15, leaky, and in a damaged condition, was discharging there on Aug. 23.

The Ribbleton, from Singapore, which arrived at Liverpool Sept. 7, had been in collision in the river the previous evening, and sustained damage.

Advices from Amsterdam, dated September 7, state that the Nicholas Witzen, de Groot, which arrived at Texel, September 5, had experienced heavy gales, May 12 and 17, when east of the Cape of Good Hope, during which she was thrown on her beam-ends, sprung deck seams, and damaged bulwarks, &c.; the master apprehended damage to the cargo.

Advices from Cape Town, dated August 3, state that the Nereus, den Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, with damage, was surveyed on the 27th, when it was found that she had seven inches water in her, and was much strained in her upperworks, but tight in her bottom; the cargo in the between decks was badly damaged and much heated; everything was carried away forward, except the foremast, bowsprit, and foreyard; the long boat and bulwarks were stove, and the rudder-head and maintopmast badly sprung.

The Dolores Ugarte (San Salvadorian ship), Saul, from Havana to Macao, put into Rio de Janeiro, August 9, leaky.

Advices from Rotterdam, dated Sept. 13, state that the Gertrude (ship), Dewar, from Saigon, was aground near Helvoet; and would have to discharge part of cargo into lighters.

The Jacoba Cornelia, Jansen, from Rotterdam to Batavia, put into Ramsgate Sept. 13, with loss of sails.

Advices from Amsterdam, dated Sept. 14, state that the Appelina (English brig), from Saigon to Schiedam, was stranded at Velsen, near Wykaan Zee; crew saved.

The Cissy, Spencer, from Manila and Falmouth, to Liverpool, put into Dartmouth, Sept. 14, with loss of sails.

The Marengo, Nicoll, from Colombo, which arrived in London, Sept. 11, had sustained a great deal of damage during gales off the Cape of Good Hope, from June 19 to July 4.

Advices from St. Vincent, C.V., dated Sept. 3, report that the Old England (of Plymouth) (Off. No. 45,694), Bulman, from Cardiff to Galle, was abandoned in a sinking state a few degrees S. of the line; crew landed at Sal Island.

Advices from Port Elizabeth, dated Aug. 11, state that the Turkish Empire, Barclay, from Colombo to London, put in there Aug. 5, with seven feet of water in her hold and rudder-head gone, having experienced very severe weather on the 1st, about sixty miles off Fish River, during which she was hove on her beam ends, lost all boats, and threw overboard about sixty casks coffee; she was discharging.

The Sea Snake, Christophersen, from Bangkok to Falmouth, with rice, put into Port Elizabeth, Aug. 5, leaky, and with part of cargo thrown overboard; she was discharging.

The Hesperia, bound from London to Singapore, which foundered in the Thames, near Gravesend, Aug. 20, after collision, has been raised and towed back to dock to discharge and repair.

MISCELLANEOUS.

At ASCENSION.—July 30, Parsee, from Colombo, and sailed for London; Aug. 9, Schiedam, from Batavia, with master dead, and proceeded 10 for Rotterdam.

Off ASCENSION.—Aug. 9, Batavia, from Batavia, for Rotterdam.

At ST. HELENA.—July 29, Boyne, Morice, from Colombo, for London; 31, Salamander, Detlefsen, from Saigon; Aug. 1, Eva Johanna, Wertberg, from Batavia, and sailed 2 for Rotterdam; Amber Witch, De la Perelle, from Swatow, and sailed 2 for London; 2, Queen of Devon, Guswell, from Singapore, and sailed for London; 3, Columba, Ritchie, from Sourabaya, and sailed 4 for Amsterdam; Ferdinand Brumm, Voss, from Hong Kong; Pepita, Olivares, from Manila, and sailed 6 for Bilbao; 4, Emily, Caspersen, from Saigon, and sailed 5 for Falmouth; 5, Flatworth, Oxley, from Penang, and sailed for London; Marie Biesthorst, from Batavia, and sailed 6 for Rotterdam; Chaturanga, Hardy, from Singapore, and sailed 11 for New York; Amarinth; Fabricius, from Singapore, and sailed 7 for Havre; Aeroliet, v. d. Eb, from Batavia, and sailed 7 for Rotterdam; 7, Canamore, Gachet, from Saigon, and sailed for Belle Isle; 8, Foxglove, Knott, from Singapore, and sailed 9 for Liverpool; 9, Couranto, Pierce, from Ceylon, and sailed 10 for London; Mongol, Courbe, from Macao; 11, Bernhard Carl, Luders, from Ilo Ilo, and sailed for Falmouth; 12, Nederland, Van Breen, from Saigon, and sailed for Falmouth; 13, Mindora, Allan, from Manila; 12, Jane Sprott, Sprott, from Zebu.

Off ST. HELENA.—August 3, Schiedam, from Batavia, for Rotterdam; 5, Frances, from Singapore, for London.

Off TABLE BAY.—July 16, Sea Serpent, from Hong Kong, for New York.

Off CAPE OF GOOD HOPE.—July 25, Channel Queen, from Philippines, for Falmouth.

At ALGOA BAY.—August 1, Couronnement, from Saigon.

Off CAPE AGULHAS.—July 6, Glencaple, from Manila, for Falmouth.

At TABLE BAY.—Aug. 14, Tycho Brahe (s.s.), Peel, from Liverpool, and left for Mauritius, Singapore, China, &c.

At MAURITIUS.—Aug. 9, Ajax (s.s.), from China, Singapore, &c., and left for London.

A heavy loss on the underwriters and marine insurance companies was reported on the 17th inst., by the receipt of a telegram from Shanghai, via Kiachta, announcing the total wreck of the British ship Hamilla Mitchell, belonging to Glasgow, outward bound, from London to Shanghai, on the Leuconna Rock, within 130 miles of her destination, with a cargo

Digitized by Google
Original from CORNELL UNIVERSITY

valued at £150,000, and specie to the amount of £50,000. The information came from Lloyd's agent at Shanghai. The Hamilla Mitchell was a first-class iron ship of nearly 1,000 tons, owned by Mr. Thomas Mitchell, of Glasgow, and was commanded by Captain Brandscombe. Lloyd's register describes her as having been built at Dundee in 1864, under special survey. She sailed from Gravesend on the 5th of April last, and passed Anjer on the 15th July. The date of her loss is not mentioned in the telegram, only the spot where it occurred, known as Leuconna Hammocks, a cluster of rocks in lat. 30.25 N., lon. 122.33 E., in the fair way to the entrance of the Yangtsze-Kiang, about 130 miles from Shanghai. The crew appeared to have saved themselves by the ship's boats, and reached the port in safety. There is no doubt that on the intelligence reaching Shanghai the English Consul, with Lloyd's agent, took immediate steps to save as much of the valuable cargo as possible, especially the £50,000 in specie, which was stowed in a strong chest under the captain's cabin; but should the treasure become known to the hordes of Chinese fishermen who frequent these islands, the opinion of nautical men who are well acquainted with the desperate character of those men is, that it will be all plundered unless a war vessel is brought into service to drive them off. There is from nineteen to twenty-five fathoms of water round the rocks where she struck. The London Salvage Association have despatched one of their officers to Shanghai to look after the interest of the underwriters. All the specie is insured, the £50,000 being divided among four of the leading marine insurance companies in the City; part of the ship and cargo is insured at Lloyd's, and the remainder among the offices.

LAUNCHES.

On the 6th inst. more than ordinary interest was excited among seamen and shipowners at Aberdeen by the launch from the yard of Messrs. Hall of a splendid clipper ship, built expressly to take part in next year's home tea race from China. The vessel is of composite construction, planked with teak, and embraces all the most modern improvements in mercantile naval architecture—the aim of the famous builders being to send out an "Aberdeen clipper" that for sailing speed, strength, and beauty of finish, may match with the most celebrated of this class of ships. The dimensions of the vessel are:—Length, 220 feet; beam, 36 feet; depth of hold, 20 feet; and 1,000 tons register. She was christened the Caliph by Miss Rennie, daughter of Mr. J. T. Rennie, shipbroker, and is the property of Mr. Alexander Hector, London.

There has been launched from the west shipbuilding-yard of Messrs. Chas. Connell and Co., Overnewton, Glasgow, a finely modelled iron sailing ship, named the City of Madrid, of 1,200 tons register, and classed AA at Lloyds. This vessel is a sister ship to the City of Perth, launched last year, and is the eighth vessel built by this firm for Messrs. George Smith and Son's splendid fleet of East India traders.

THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

F. BRABY & Co.
(LIMITED),

BRABY'S GALVANIZED IRON HOUSES.

FITZROY WORKS, EUSTON ROAD, LONDON · AND AT IDA WHARF, DEPTFORD, S.E.

PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE D'ARGOUT, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

SILVER MEDAL EXHIBITION PARIS 1867 — DEPÔT BLUMBERG & Cº 35 Conduit Street West LONDRES. — DÉPÔT H. BRULÉ 97 Rue Neuve St Augustin PARIS. — 1ST CLASS MEDAL EXHIBITION LONDRES 1851

COMMISSION — ARTICLES SPECIALLY RECOMMENDED — EXPORTATION

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
ARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
IOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

PERFUME ESSENCES OF ALL KINDS.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.

GLYCERINE ANTI-PELLICULAIRE. DULCIFIED CREAM OF SOAP WITH GLYCERINE FOR THE BEARD.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other part of the world.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

THE "CHINA MAIL."

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

THE SAIGON ADVERTISER & SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C

MORRIS AND CO.,

COMMISSION AGENTS, AUCTIONEERS AND NEWS AGENTS.

SPECIAL AGENTS FOR THE

LONDON AND CHINA EXPRESS.

HONG KONG.

CANADIAN NEWS, every Thursday, contains all the latest news from the New Dominion.

Price 2d., post free, 3d.

Office: 11, Clement's-lane, Lombard-street, E.C.

Digitized by Google

Original from CORNELL UNIVERSITY

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop, ontaining a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,

DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for—

	From Southampton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	,, ,,	—
ALEXANDRIA.	,, ,,	Every Sunday, at 7 A.M.
ADEN	,, ,,	,, ,,
BOMBAY	,, ,,	,, ,,
GALLE		
MADRAS	Saturday, Sept. 4, 2 P.M.	Sunday, Sept. 12, 7 A.M.
CALCUTTA ...		
PENANG	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
SINGAPORE ...		
CHINA		
JAPAN		
AUSTRALIA ...	Saturday, Sept. 4, 2 P.M. And every fourth Saturday thereafter.	Sunday, Sept. 12, 7 A.M. And every fourth Sunday thereafter.

And all ports touched at by the British India Steam Navigation Company's steamers.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan ..... in 38 ,, ,,

China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

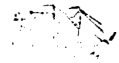
OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

4 Sept.	For	Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.
2 October		
30 ,,		
27 Nov.		
5 Dec.		

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendôme, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 445f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents, 8, Austinfriars, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office

DOUBLE YOUR INCOME; or, RESOURCES OF THE MONEY MARKET. Just published, price 1s.

Can be ordered through any Bookseller, or post free for twelve stamps, from E. HAY, 83, Lombard-street, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds

ORNAMENTAL GLASS, English and Foreign.

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figure

45, OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street, Birmingham.

Established 1807.

UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.

W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.

Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—

Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

NOTICE.

This day is published, in crown 8vo, cloth extra, price 7s. 6d., a volume of Chinese Ballads and Poems in English Verse, entitled,

UNDER THE PEAK; or, Jottings in Verse during a lengthened Residence in Hong Kong. By W. T. MERCER, M.A. Containing, with many other Poems, the following:—

A String of Hong Kong Sonnets.	Chaou Yung's Quatrain.
	Trifles from the Tartar.
Ode to the Sons of Han.	Tefoong.
Chinese Vers de Société.	The Sun of Hong Kong.
Keyang's Farewell.	The Tea Ballad.
The Man of Loo.	&c., &c., &c.
The Hanyang Thistle.	

"There is throughout the collection the genuine ring of true poetry."—*Civ Press.*

London: JOHN CAMDEN HOTTEN, Piccadilly, W.

CANTON.

TO BE SOLD, a SUBSTANTIALLY BUILT HOUSE on Shameen.

For terms, apply to the present occupiers, Messrs. MOUL and Co.

Excellent Beef Tea, for 2½d. a Pint.

ASK for LIEBIG COMPANY'S EXTRACT of Meat. ONLY SORT WARRANTED GENUINE by the Invertor, Baron Liebig, whose signature is on every genuine jar.

Supplied to the British, Prussian, French, Russian, Dutch and other Governments.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS.

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. early £1 6s

BY POST.

Single Paper ... ... 7d. Yearly ... ... 10s.

*** Post-office Orders to be made payable to FRANCIS FISHER, 2, Castle-court, Birchin-lane, Cornhill, London, E.C.

HOLLOWAY'S PILLS.—NERVOUS DEBILITY.

No part of the human machine requires more watching than the nervous system; upon it hangs health and life itself. These Pills are the best regulators and strengtheners of the nerves, and the safest general purifiers. Nausea, headache, giddiness, numbness and mental apathy yield to them. They despatch in a summary manner those distressing dyspeptic symptoms, stomachic pains, fulness at the pit of the stomach, abdominal distension, and overcome loathings, capricious appetite, and confined bowels, the commonly accompanying signs of defective or deranged nervous power. Holloway's Pills are particularly recommended to persons of studious and sedentary habits, who gradually sink into a nervous and debilitated state, unless some restorative, such as his Pill, be occasionally taken.

Digitized by Google

Original from CORNELL UNIVERSITY

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

For Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Caliph (new)	A1 17 yr.	E.I.D.	With des.
Shanghai ..	Leander	A1 16 yr.	E.I.D.	To follow
Hong Kong	Tonbridge n	A1 17 yr.	E.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, Kingstreet, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	The Sir Jamsetjee Family	A1 14 yr	E.I.D.	Sept. 25
Hong Kong	Isles of South	A1 13 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Osaka (new)	A1 17 yr.	E.I.D.	With des.
Do	Eliza Shaw	A1 17 yr.	E.I.D.	To follow
Nagasaki & Hiogo.....	Chanticleer..	A1 10 yr.	W.I.D.	Sept. 23

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatn.	Ships.	Tns.	Class.	Dock.	Sailing about
Colombo ..	Warrior ...	397	A1 12 yr	W.I.D.	Oct. 10
Do	Granville...	696	A1 15 yr.	W.I.D.	Nov. 5
Do.	Q. of Ceylon	422	A1 10 yr.	W.I.D.	Dec. 5
Malabar Coast	Dione	289	A1 13 yr.		Sept. 25

No. 22, Great St. Helen's, E.C.

To follow the "Spirit of the North." With immediate despatch.

DIRECT for COLOMBO, the favourite Clipper Ship WARRIOR, A1 12 years; 397 tons register, J. TURNBULL, Commander; West India Docks. This magnificent clipper is well-known for her rapid passages, and for the good order in which she always delivers her cargo. Has just passed her half time survey, and is newly metalled.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast.

Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship DIONE, A1 13 years; 289 tons register (newly metalled); J. GRACE, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on Craft sent alongside without their instructions.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

Regular line of Packet Ship.

FOR HONG KONG, the splendid new composite clipper, NORMAN COURT, A1 16 years, 800 tons register; ANDREW SHEWAN, commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to Messrs. BARING, BROTHERS, and Co., 8, Bishopsgate-street Within; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated Clipper Ship TITANIA, A1 16 years; 879 tons register, WILLIAM HENRY BURGOYNE, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With immediate despatch, having the greater portion of her cargo engaged.

FOR HIOGO and OSAKA the well-known Clipper, ROYAL MINSTREL, A1 14 years; 447 tons register, W. ANDREW, Commander; loading in the East India Docks.

For Freight or Passage, apply to NORRIS and JOYNER, 60, Cornhill, E.C.

FOR HONG KONG, calling at Singapore to land passengers (under engagement to the Admiralty) with despatch. Messrs. George Marshall and Son's ship Ellenborough, A 1 12 years, 926 tons register, PATRICK ROBB, Commander; loading in the London Docks. Passengers are invited to inspect the accommodation of the above ship.

For Freight or Passage apply to the owners, GEORGE MARSHALL and SONS, 18, Philpot-lane, E.C.

THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869, The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN & VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WM. H. FOSS & Co., 32, Burlin Slip.
San Francisco	WHITE & BAUER, 413, Washington-street.
Alexandria	DAVID ROBERTSON & Co., The Square.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	DE GROOT, KOLFF, & Co.
Sourabaya	GRINBERG BROS.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel
Manila	MICHELL, BARNARD, & Co.
Hong Kong, Canton, Macao and Swatow	MORRIS & Co., Hong Kong.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	E. C. KIRBY & Co.
Osaka and Hiogo ...	E. C. KIRBY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 20, 1869.

Digitized by Google

Original from CORNELL UNIVERSITY